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# ANNUAL REPORT

OF THE

# BUREAU OF RAILWAYS

# DEPARTMENT OF INTERNAL AFFAIRS

## COMMONWEALTH OF PENNSYLVANIA,

FOR THE

YEAR ENDING JUNE 30, 1905.

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PART IV.

Railroad, Canal, Navigation, Telegraph and Telephone Companies.

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HARRISBURG, PA.:
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1905.

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# ANNUAL REPORT

OF THE

# Bureau of Railways

# Department of Internal Affairs

PART IV.

## RAILROAD, CANAL, NAVIGATION, TELEGRAPH AND TELEPHONE COMPANIES

FOR THE YEAR ENDING JUNE 30, 1905.

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## COMMUNICATION.

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Department of Internal Affairs,
Harrisburg, December 1, 1905.

To His Excellency, Samuel W. Pennypacker,

Governor of the Commonwealth of Pennsylvania:

Sir: In compliance with the requirements of the Constitution, and the acts of the General Assembly approved, respectively, April 9, 1870; May 15, 1874; June 4, 1883; May 13, 1889, and April 19, 1897, I have the honor to present to you herewith, for transmission to the General Assembly, a report of this Department, Part IV, covering the affairs of Railroad, Canal, Navigation, Telegraph and Telephone Companies for the year ending June 30, 1905.

I am very respectfully,
Your obedient servant,
ISAAC B. BROWN,
Secretary of Internal Affairs.



A—8—1905

# REPORT.

For the year ending June 30, 1905, there were 510 steam railway corporations, 691 street railway corporations, 158 telephone and telegraph companies and 4 canal companies, or a total of 1,363 corporations from which reports were due for the year covered by this report. All these corporations have made reports except three, and these three delinquent companies are those whose lines have not yet been constructed, but whose reports will be received and compiled before the manuscript covering them is sent to the printer.

It is not an easy undertaking to assemble the reports from so many corporations, especially in view of the fact that many of them are careless both as to the time of making out their reports and in the assembling of the data which is essential to making them complete and comprehensive. Of course the duty imposed upon these corporations is imperative as to their annual reports and imposes a very large amount of work and the incurrence of a great expense to prepare them for filing in this office. Realizing fully the responsibilities of these corporations in the way of making annual reports and the amount of work involved in their preparation, the office has been as lenient as it possibly could be, having regard for the duties involved, in extending the time within which the reports could be filed. No power, however, is given the office to extend the time. The mandates of the law are imperative that all reports shall be on file not later than August 31 of each year, for the fiscal year closing June 30.

There have been as usual a number of mergers and consolidations whereby the number of corporations reporting is reduced. There have been also a number of cases where enterprises contemplated at the time of organization have been abandoned. The changes which occur from year to year, especially in the way of new organizations, entail considerable care in keeping the records straight as to companies which are still in existence and subject to the law requiring annual reports.

The force of men employed in the preparation of the blanks, the furnishing of them to the railroad companies, tabulating the data

therefrom when it is received and doing all that pertains to the handling of these reports, has given close attention to the necessary work involved in the proper discharge of the duties imposed by law. The Act of the Legislature of 1903 gave such additional assistance in the way of the force as to enable the Bureau of Railways to handle the work more successfully than it was possible to do under the old law. It is not saying too much now to accord to the Bureau of Railways the credit of producing very favorable results in the execution of the laws, both with reference to such supervision as is exercised over common carrier corporations and in the prodigious amount of work that is required to properly compile, consolidate, edit and publish the deductions from these reports.

If an examination be made of the laws of other States where railroad commissions exist, it will be found that there is greater economy in Pennsylvania in this line of public service than can be found in any of the larger States of the Union. The report of the Bureau of Railways is held in at least some favor throughout the country, especially in financial circles and among railway managers. Undoubtedly it could be made better, but with the facilities offered under our laws, the limited official and clerical assistance provided, the report would seem to reflect credit on all concerned.

Under the Constitution the Secretary of Internal Affairs is charged with certain duties and through the Bureau of Railways, as authorized by law, these duties are discharged. The Deputy Secretary of Internal Affairs, Hon. Theodore B. Klein, is ex officio Superintendent of the Bureau of Railways. Mr. W. W. Morgaridge is Assistant Superintendent of the Bureau of Railways, and the clerical force consists of W. A. Neal, acting in the capacity of Chief Clerk; Thomas Wilson and Robert H. Henderson. Miss Blanche E. Butler appears on the list as Stenographer, although she is very generally employed on other work in the Department of Internal Affairs and the duties of Stenographer are discharged by Miss Stella L. Foote, the Secretary of Internal Affairs having the right to make transfers from one Bureau to another as public exigencies require. All of these officers and employes are entitled to very much of the credit of whatever value there may be in the report of the Bureau of Railways.

Attention is particularly called to the assembled data as it appears in the consolidated tables, both with reference to steam railways and street railways. Most of the important items concerned in the capitalization, in the assets, in the mileage, the receipts from different sources, the expenditures, the public functions performed and many others are arranged in tabulated form opposite the name of each

company so that the information which is desired from any source can be easily ascertained without the necessity of examining the separate reports from each company.

The increase in business is the important feature disclosed by the reports for the year ending June 30, 1905, as shown by comparisons made with conditions that existed from 5 to 10 years ago. It is the most re-markable transition from one degree of transportation business to the present status that can be found in the development of transportation in this country or in any other.

Again, it has been said that the financial and industrial condition of a country can be most accurately ascertained from the tonnage of transportation companies, their receipts and in general the public functions they perform. This is believed to be a true statement of the case, and if true, then never since the American Republic came into existence has there been such a high degree of prosperity as is now found throughout the entire length of the country, as is fully exhibited in the figures denoting the transportation of persons and commodities indicated in the reports for the year ending June 30, 1905. There is no room left anywhere to complain of hard times. Prosperity and business successes abound everywhere, while failures are scarcely to be found either among individuals or corporations.

The managers of transportation companies seem to have arrived at a position where common sense and good judgment predominate. A few years ago the spirit of competition, the disposition to ruin conflicting interests, prevailed to so great an extent that all kinds of discriminations existed, and rates were driven down to a figure which was ridiculously low; so low that those who have made a study of rates of transportation declared American rates for the transportation of commodities to be the lowest that could be found anywhere on earth where the railroad has been constructed to develop material interests. That there has been a pause in this downward tendency of rates, and that there has been an elimination to a very great extent of discriminations, are facts which cannot be disputed. That there has been a recovery from excessively low rates is disclosed by the advance in the average rate per ton per mile, which is found in the reports of practically all the leading transportation companies that file their reports in this office. Indeed, there are many millions of dollars to the credit of these corporations as the result of the advance in the average rates per ton per mile over those that existed only a few years ago.

To what extent railway managers will still further advance rates through the system of a community of interests, which is no small

feature of present railway management, is certainly best known to them and not to the public. Probably the time has arrived when there is a slight pause in this advance. There may be method in this pause on account of the State and national legislation on the subject of rates, a subject which is somewhat fully discussed in another article in this report. Whatever may be done in the way of legislation on rates, certainly the thoughtful people will not sanction anything that will cripple the transportation companies in their facilities for handling passengers and commodities successfully, neither will the public, if it understands itself and understands its duties, through the means of legislation attempt to place such limitations upon transportation companies as will deprive the holders of railway securities of a proper return on their investment. While this is true, there will surely be effected, now or at some later date, such legislation that the strong hand of the nation and of the States in their proper spheres, will be enabled to render such protection to passengers and shippers as the demands of justice will warrant.

# STEAM RAILWAYS OF PENNSYLVANIA.

## Capitalization.

The railways of Pennsylvania are in advance of the railways of any other State in the Union in the amount of capital invested in railway construction and railway operation. In the United States the total capitalization, including capital stock and funded indebtedness, amounts to about 13¼ billions of dollars. Those railways whose lines are entirely within the State of Pennsylvania and those partly within and partly outside of the State, have a combined capitalization of capital stock, funded debt and current liabilities amounting to $3,929,381,211. It will be seen therefore that of the total railway capitalization in the United States, more than one-fourth is invested in railroads whose lines are in whole or in part within the confines of Pennsylvania.

Of this capitalization in Pennsylvania, $1,720,900,881 is invested in the capital stock, or it might be more properly said, this sum denotes the amount of capital stock outstanding, for it will never be known, even approximately, what is the total amount of capital or property which has been actually invested in the capital stock of steam railway corporations.

The total amount of funded debt outstanding is $1,857,138,433, while the current liabilities amount to $351,341,897, making the total as above indicated.

In a period of five years the capitalization of these roads in Pennsylvania has increased from $3,086,690,205, being an actual increase in this period of $842,691,006.

These figures denoting the increase, indicate clearly that railroad interests are at least keeping pace with the other material and industrial developments of the Commonwealth, and that they are fully measuring up to the responsibilities which they owe to the commercial world and are the great conservators of all the vast enterprises of our State.

The details of the capitalization of these roads will be found in Table B under the head of liabilities, to which table is added a comparative table covering a period of five years showing the increase in the different classifications of capitalization and in the total capitalization for this period.

The following table will show the total railway capitalization on the lines of the ten leading corporations named for the years 1901

to 1905 inclusive. A tabulation of these particular companies is justified on the ground that they participate to an almost overwhelming extent in the transportation of persons and commodities, both in Pennsylvania and in the adjoining States.

TABLE SHOWING "TOTAL RAILWAY CAPITAL" ON THE LINES OF THE TEN LEADING CORPORATIONS NAMED FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905.

| Name of Company. | 1901. | 1902. | 1903. | 1904. | 1905. |
|---|---|---|---|---|---|
| Balto. and Ohio, ..... | $335,634,099 | $388,240,093 | $438,536,163 | $451,801,395 | $456,998,897 |
| D., L. & W., ..... | 35,140,534 | 34,889,048 | 37,185,241 | 35,842,227 | 36,484,743 |
| Erie, ..... | 353,705,441 | 358,963,547 | 363,366,533 | 366,687,090 | 376,257,762 |
| L. S. & M. S., ..... | 111,296,508 | 112,093,907 | 140,849,637 | 149,491,674 | 158,725,927 |
| Lehigh Valley, ..... | 100,140,403 | 101,305,504 | 104,706,918 | 108,773,613 | 106,239,620 |
| N. Y. C. & H. R., ..... | 333,601,054 | 347,793,992 | 351,498,886 | 363,060,143 | 387,817,186 |
| Penna., ..... | 354,716,174 | 389,164,931 | 518,604,832 | 483,398,925 | 579,743,153 |
| Penna. Co., ..... | 70,255,482 | 116,193,797 | 137,115,286 | 169,286,732 | 168,422,557 |
| Phila. & Reading, ..... | 96,945,115 | 98,394,086 | 100,439,067 | 99,767,122 | 100,000,729 |
| P., C., C. & St. L., ..... | 101,661,038 | 104,872,885 | 113,821,477 | 120,519,584 | 123,717,032 |
| Total, ..... | $1,893,095,848 | $2,051,911,790 | $2,316,124,040 | $2,344,128,505 | $2,494,407,606 |

## Assets.

A classification is made of the assets of steam railway companies as to total cost of roads owned, cost of equipment owned, stocks and bonds owned, cash and current assets, other assets, and total assets, all of which are found in detail as to each railroad in consolidated table C.

The cost of roads is represented by the returns of steam railway companies to be $2,343,071,080; the cost of equipment $364,781,462; these companies also report an ownership of bonds amounting to $759,090,450; of cash and current assets, $362,626,615; also other assets amounting to $263,315,304, or a total of $4,092,884,911.

Five years ago the total assets of these corporations were represented to be $3,200,353,755. It will therefore be seen that while steam railway capitalization has been rapidly piling up in the last five years, there has also been a proportionate advance of the total assets of these corporations.

The details of the advance from year to year under each classification of assets will be found in the table annexed to the consolidated Table C.

Of this total amount of assets owned by these several corporations, the subjoined table discloses the fact that the sum of $2,624,712,547 is owned by ten of the leading companies. The amount of assets of each of these companies for the years 1901 to 1905 inclusive is fully set forth in the following table:

TABLE SHOWING "ASSETS" ON THE LINES OF THE TEN LEADING CORPORATIONS NAMED FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905.

| Name of Company. | 1901. | 1902. | 1903. | 1904. | 1905. |
|---|---|---|---|---|---|
| Balto. and Ohio, ..... | $337,340,818 | $390,865,314 | $444,946,584 | $459,113,351 | $466,134,185 |
| D., Lacka. & W., ..... | 51,181,005 | 50,359,708 | 55,846,220 | 58,426,255 | 61,941,884 |
| Erie, ..... | 359,383,471 | 367,413,162 | 373,011,676 | 377,730,442 | 387,748,353 |
| L. S. & M. S., ..... | 124,551,560 | 128,694,300 | 159,485,725 | 167,099,333 | 175,819,937 |
| Lehigh Valley, ..... | 98,962,144 | 97,933,357 | 106,327,599 | 109,688,410 | 114,896,946 |
| N. Y. C. & H. R., ..... | 345,371,047 | 363,628,659 | 367,389,467 | 378,971,396 | 402,132,605 |
| Penna., ..... | 381,527,836 | 417,695,099 | 555,583,850 | 506,798,945 | 601,249,398 |
| Penna. Co., ..... | 76,861,148 | 123,533,441 | 146,388,714 | 178,378,911 | 176,286,991 |
| Phila. and Reading, .... | 98,513,290 | 101,188,673 | 105,451,170 | 106,795,490 | 110,388,260 |
| Ptg., C., C. & S. L., .... | 106,282,046 | 109,481,188 | 118,643,178 | 124,472,512 | 128,113,988 |
| Total, ..... | $1,980,574,365 | $2,150,792,901 | $2,433,074,183 | $2,467,475,045 | $2,624,712,547 |

## Mileage.

The total mileage operated by railway corporations whose lines are wholly or in part in Pennsylvania was 29,447.89. Of this total mileage operated, 11,845.90 miles are wholly within the limits of Pennsylvania.

During the year there were constructed in this State 246.59 miles of railroad. The aggregate length of all tracks, including yard tracks, siding and spurs of all these railroads was 59,147.54 miles.

Five years ago the total mileage in Pennsylvania was 10,697.68, and the total mileage operated was 26,975.86.

The details under the several classifications of mileage are disclosed in consolidated table D, to which is attached a statement showing the increase for five years under the several classifications.

For the year ending June 30, 1904, the total railway mileage in the United States was 213,904, showing that more than one-fourth of the total mileage of steam railways in the United States is owned by those corporations which make annual report to this office.

## Equipment.

The total number of locomotives in the service of railways reporting to this office is 15,079; the number of passenger cars, 12,522; the number of cars in the freight service, 600,911, and the number of cars in the company's service, 18,860, making the total number of cars 632,293.

The public services of railway companies is quite fully disclosed in the great increase in the number of locomotives during a period of five years. In 1901 the total number of locomotives was 12,133, indicating an increase during the five years of 2,946. Five years ago the total number of cars was 565,026, showing an increase of 67,267.

To the first subdivision of Table E, relating to equipment, there is subjoined a tabulation showing the increase in railway equipment each year from 1901 to 1905 inclusive.

## Employes and Their Compensation.

The strength of the railway army of employes can scarcely be comprehended. No two armies of soldiers ever met in mortal combat where so great a number was actually engaged as constitutes the number of employes on the steam railways reporting to this office for the year ending June 30, 1905, the total number being given as 434,474. Five years ago the total number of employes was 335,865, an increase during this period of nearly 100,000 men. This increase during the short period of five years being greater than the total number of Union soldiers in any of the greatest battles of the Civil War.

These figures are a most formidable exhibit of the magnitude of railway interests in this State, and when compared with the number employed in previous years will show with what wonderful rapidity railway interests are advancing in Pennsylvania and adjacent States.

In a subdivision of consolidated Table E will be found the number of employes on each of the railways embraced within this report, to which is subjoined a statement giving the details of the number of employes from 1901 to 1905 inclusive.

There are ten leading railway companies whose total number of employes is included in these reports, that show for the year 1901 a total number of employes of 247,173; for 1902, 312,385; for 1903, 347,211; for 1904, 335,994, and for 1905, 356,566. On these ten leading lines there has been an increase of railroad employes during a single year, that covered by this report, of more than 20,000 men.

The following table shows the number of employes on the lines of the ten leading corporations for the years 1901 to 1905 inclusive. It is difficult to account for the great reduction in the number of employes for the year ending June 30, 1904, the larger reductions being in connection with the Pittsburg, Cincinnati, Chicago and St. Louis, the Baltimore and Ohio, and the Pennsylvania Company.

TABLE SHOWING "TOTAL NUMBER OF EMPLOYES" ON THE LINES OF THE TEN LEADING CORPORATIONS NAMED FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905.

| Name of Company. | 1901. | 1902. | 1903. | 1904. | 1905. |
|---|---|---|---|---|---|
| Balto. and Ohio, ..... | 37,788 | 47,019 | 52,391 | 49,306 | 50,731 |
| Del., Lacka. & Western,. | 16,195 | 15,852 | 16,849 | 17,659 | 18,878 |
| Erie, ..... | 27,182 | 28,383 | 31,378 | 31,074 | 29,870 |
| L. S. & M. S., ..... | 16,344 | 17,282 | 20,655 | 19,550 | 21,935 |
| Lehigh Valley, ..... | 17,576 | 18,657 | 18,621 | 19,039 | 20,372 |
| N. Y. C. & H. R., ..... | 35,670 | 45,842 | 49,852 | 50,129 | 50,912 |
| Pennsylvania, ..... | 72,193 | 78,597 | 83,847 | 87,516 | 88,405 |
| Penna. Company, ..... | 18,484 | 22,443 | 26,783 | 23,194 | 31,146 |
| Phila. and Reading, .... | 17,884 | 18,710 | 21,360 | 22,017 | 22,687 |
| P., C., C. & St. L., ... | 14,857 | 18,600 | 20,475 | 16,510 | 21,630 |
| Total, ..... | 274,173 | 312,385 | 347,211 | 335,994 | 356,566 |

Some idea of the immensity of the force of steam railway employes in the lines of railways in whole or in part in Pennsylvania, is disclosed in the fact that of the great cities of the United States only New York, Chicago, Philadelphia, St. Louis, Boston, Baltimore and Cleveland have a population in excess of the number of these railroad employes. On the ten leading lines mentioned in the tabulation, there are more persons employed than there are people in any one of the following States: Delaware, Idaho, Montana, Nevada, North Dakota, Utah, Vermont, or Wyoming.

To these railway employes there was paid during the year covered by this report $270,426,207, making the per capita $622. This per capita compensation will be found to be much larger than was paid a few years ago by these corporations to their employes. Five years ago the total compensation paid was $189,204,533.

In Table E, to the subdivision of compensation paid is subjoined a statement showing the total compensation paid for each of the years from 1901 to 1905 inclusive, while under the proper classification in Table E will be found the total number of employes and the total compensation paid by each company embraced in this report. There is also added a table showing the total compensation paid to employes in the ten leading companies for the period of five years.

In 1901 the total compensation paid by these ten companies was $154,852,888, but during this period from 1901 to 1905 the amount has increased to $223,201,945.

TABLE SHOWING "TOTAL YEARLY COMPENSATION PAID TO EMPLOYES" BY THE TEN LEADING CORPORATIONS NAMED FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905.

| Name of Company. | 1901. | 1902. | 1903. | 1904. | 1905. |
|---|---|---|---|---|---|
| B. & O., | $19,180,939 | $24,122,568 | $30,473,932 | $31,046,903 | $30,845,326 |
| D., L. & W., | 8,092,281 | 8,547,008 | 9,065,765 | 10,183,885 | 10,367,866 |
| Erie, | 14,623,841 | 15,418,405 | 17,479,159 | 17,567,978 | 17,366,707 |
| L. S. & M. S., | 10,014,659 | 10,867,179 | 12,801,519 | 13,339,062 | 14,205,312 |
| Lehigh Valley, | 9,338,924 | 10,124,035 | 10,696,514 | 11,094,040 | 11,023,548 |
| N. Y. C. & H. R., | 22,204,049 | 29,043,422 | 32,996,195 | 34,002,710 | 34,766,241 |
| Penna., | 41,856,462 | 47,341,875 | 58,246,961 | 61,192,624 | 61,204,230 |
| Penna. Co., | 10,344,177 | 12,028,406 | 15,406,870 | 16,056,055 | 17,178,463 |
| Phila. and Reading, | 10,529,795 | 11,248,460 | 12,495,911 | 13,104,254 | 13,388,239 |
| P., C., C. & St. L., | 8,667,761 | 10,500,978 | 12,372,536 | 12,721,799 | 12,856,013 |
| Total, | $154,852,888 | $179,242,336 | $212,035,362 | $220,309,310 | $223,201,945 |

All these data relating to the rapid growth in the capitalization of railways, their assets and the public functions they have performed in the transportation of persons and commodities, the number of men employed, their total compensation, the increase not only in the average annual per capita compensation, but also in the average daily compensation, leave no room for even the most restless of American citizens to doubt the prevalence of a prosperity which never has been excelled at any period since the birth of the Republic. There is absolutely no place which gives room for a demagogue to stand, from which he may give utterance against the policies which prevail in the administration of the affairs of this nation. This is certainly true from all that relates to the material and industrial developments of the country as disclosed by the figures relating to the transportation of the products of the country, necessitating the employment of such an industrial army as is now found upon the railroads of not only this State, but of this nation.

## Train Mileage.

An insight is had into the public functions of common carrier corporations in the miles that are run by passenger, freight and mixed trains.

The passenger train mileage during the year was 127,485,582; the mixed train mileage, 3,380,472; the freight train mileage, 166,451,552, or a total of the three classes of 297,317,606 train miles.

The details of the mileage of the several railroads embraced in the report, classified as above indicated, are found in consolidated Table F, to which is appended also a comparative table of train mileage under the classifications indicated, for the years 1901 to 1905 inclusive.

## Number of Passengers Carried.

The total number of passengers carried without reference to the distance carried, is 281,607,690. The number of passengers carried one mile is 6,804,584,584. The total passenger revenue for carrying these passengers is $128,078,296, and the average receipts per passenger per mile 1.880 cents.

The average receipts per passenger per mile do not appear to have changed very much during the five years from 1901 to 1905 inclusive, as indicated by the comparative table subjoined to consolidated Table G, for in 1901 the rate per passenger mile was 1.852 cents; in 1902, it was 1.823 cents; in 1903, it was 1.861 cents, and in 1904, the rate was 1.847 cents.

While the discrepancy in these figures seems at first sight to be trifling, the advance in the rate from 1901 to 1905, from 1.852 cents to 1.880 cents, means a very large increase in the total receipts for the transportation of passengers during the five years.

If a computation be made of the number of passengers carried one mile at the rate prevailing in 1901, it will be seen how far short the passenger receipts for the year would have been as compared with the actual amount received. All this data is susceptible of computation by those interested, by reference to consolidated Table G, and the comparative table annexed.

The following table shows the average receipts per passenger per mile for the five years from 1901 to 1905 inclusive, of the ten leading roads. In the case of the Baltimore and Ohio, for the year ending June 30, 1905, a decrease is shown in the rate per passenger per mile as compared with any of the preceding years of the period named. In the case of the Delaware, Lackawanna and Western, there is only a slight change, but the year 1901 shows the highest rate per passenger per mile, and in the case of the Erie there has also been a decrease in the rate, while in the case of the Lake Shore and Michigan Southern there has been a marked increase. In the case of the Lehigh Valley its rate was greatest in 1903, and in the two following years there was a slight decrease. A decrease is also found in the returns from the New York Central and Hudson River, while in the case of the Pennsylvania in 1901 the rate per passenger per mile was 1.992 cents, and for the year covered by this report the rate was just an even 2 cents. A slight falling off is found in the rate per passenger per mile in the case of the Pennsylvania Company and of the Philadelphia and Reading.

It is apparent from these figures that there has been something of a falling off in the rate per passenger per mile during the period of five years so far as these ten leading companies are concerned,

but as the general average for all companies of the rate per passenger per mile has increased, it must be inferred that in the smaller companies there is a marked increase.

TABLE SHOWING THE "AVERAGE RECEIPTS PER PASSENGER PER MILE" FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905, ON THE RAILWAYS MENTIONED.

| Name of Company. | 1901. | 1902. | 1903. | 1904. | 1905. |
|---|---|---|---|---|---|
| Balto. and Ohio, ..... | .01975 | .02016 | .01997 | .01998 | .01959 |
| D., L. & W., ..... | .01451 | .01422 | .01443 | .01421 | .01421 |
| Erie, ..... | .01541 | .01531 | .01500 | .01452 | .01464 |
| L. S. & M. S., ..... | .01933 | .02828 | .02066 | .02068 | .02055 |
| Lehigh Valley, ..... | .01866 | .01757 | .01876 | .01730 | .01737 |
| N. Y. C. & H. R., ..... | .01799 | .01723 | .01773 | .01761 | .01719 |
| Penna., ..... | .01992 | .01999 | .02015 | .02020 | .02000 |
| Penna. Company, ..... | .02091 | .02121 | .02089 | .02072 | .01992 |
| Phila. & Reading, ..... | .01605 | .01593 | .01587 | .01581 | .01581 |
| P., C., C. & St. L., ..... | .02033 | .02063 | .02062 | .02050 | .01925 |

## Kinds of Freight Carried.

In the detailed classification of products carried by the railroads, concise information is not obtained as to the kinds of products that are produced by the industries of the State, but quite an accurate idea is obtained of the amount of these products.

For the year covered by this report the tonnage of the products of agriculture amounted to 35,449,813. If these figures be compared with those of 1901 it will be found that there is a marked falling off in the products of agriculture as carried by the railroads embraced within this report.

When reference is made to products of agriculture, it is understood that the term covers all the products of the farm that find their way to the markets on the railroads, including all the cereals and horticultural products.

If we turn to the figures which indicate the total productions carried by railroads, embracing the products of animals, products of mines, products of forests, products of manufactories, merchandise and miscellaneous shipments, we shall find in every instance a marked increase during the period of five years. It is difficult therefore to account for the decrease in the transportation of commodities which relate to agriculture. If the farmer has learned the wisdom of feeding his grain to his animals and fattening them before they are placed on the market, we can find a cause for the reduction in the figures denoting the transportation of the products of agriculture. We have no data in this office which will enable us to show that such a condition exists, that is, that the products

of agriculture, such as grain, etc., are consumed on the farm, but it is highly probable that this is the case, and to this cause may be attributed the reduction of tonnage of that classification of freight denoted as products of agriculture.

In 1901, the total tonnage of agricultural products was 40,530,481. The comparative table adjoining consolidated Table H will show the shipments of products of agriculture for the period commencing June 30, 1901, and ending June 30, 1905.

Of products of animals, in 1901, there were transported 10,968,587 tons, and for the year covered by this report 12,019,872 tons.

In products of mines, as carried by the railroads there is found formidable evidence of the rapid growth of industrial affairs during the last five years, for in 1901 the products of mines carried amounted to 289,698,090 tons, while for the year covered by this report the tonnage for this classification of freight was 394,733,706 tons, indicating an increase of more than 100,000,000 tons.

Of products of forests there were carried during the year covered by this report 29,337,045 tons. Five years ago the tonnage was 23,960,413. It is apparent that this increase in the tonnage of products of forests has not come from the manufacture of lumber in Pennsylvania, for among the few industries in this State in which there is a decrease in operations, the lumbering business must necessarily be most prominent. The dwindling away of the forests primeval necessitates such a condition, and while the State may be making great efforts to rehabilitate the forests in the mountain regions, the span of human life is too short to enable one to observe any beneficial changes which may be later observed in the commercial world.

Noting the fact that the products of forests in Pennsylvania, carried on our railroads, must have materially decreased on account of the disappearance so largely of our forests, it is submitted that if any interests in Pennsylvania should encourage forest culture and reforestization, it should be those concerned in transportation and in the railroads of this State as a means of securing remuneration in the distant years to come. They should not only encourage forest culture, but should use the utmost care in the operation of their lines to prevent the destruction of the young forests from fires which so often originate from locomotives unprovided with the most improved apparatus for preventing fires.

Without care on the part of the State and of its public citizens with reference to the preservation of forests and forest culture, it would only be a few years before the railroads would be entirely deprived of this source of revenue, to wit, the products of forests.

In 1901, the tonnage from manufactories was 77,849,374. For the year covered by this report it was 107,310,473, an increase of more than 29,000,000 of tons.

Under the classification of merchandise, in 1901, the tonnage was 12,973,938. This year the merchandise carried amounted to 17,433,-388 tons.

The miscellaneous shipments five years ago amounted to 22,703,800 tons. For the year covered by this report the amount was 30,156,-522 tons.

A detailed statement with comparative table attached will be found in consolidated Table H, showing the classification of productions and the tonnage under each classification.

## Quantity of Freight Carried and Freight Revenue.

In consolidated Table I there is given the total number of tons of freight carried by each railroad, the total for the year being 626,-440,819 tons. Five years ago the tonnage was 478,684,683. Last year the amount was 563,481,722 tons.

It is difficult to comprehend the vastness of the increase of the total tonnage of these railroads in a single year. Reducing the tonnage to a mileage basis, it is found that the number of tons carried one mile was 72,804,615,700. Five years ago the number of tons carried one mile was 58,164,762,738.

Overwhelming as these figures are, it is not likely that the percentage of increase on the amount of business done as disclosed by these figures of common carrier corporations, is greater than the percentage of increase in the business done by people engaged in other enterprises.

As has often been said, the increase or the decrease in the tonnage is an index of what may be found to be the conditions in the enterprises from which shipments are made on the railroads to the markets of the world.

From the number of tons of freight carried, it is found that there has been a total freight revenue of $469,772,433. Five years ago the total freight revenue was $353,976,849. A reference to the comparative table subjoined to consolilated Table I will show the decisive increase in freight revenues from 1901 to 1905 inclusive, there being a marked increase in each of the years of that period.

In the annual reports made to this office railway companies are required to compute and report the average rate per ton per mile which has been received from transportation of commodities. For the year covered by this report the rate was .645 of a cent; in 1901, it was .608 of a cent.

Unless one is familiar with calculations which may be made upon a rate per ton per mile basis, these figures may not convey much interesting information, but if they be applied to the hundreds of millions of tons of freight carried earning revenue, it will be seen that the advance of the average rate per ton per mile from .608 of a cent five years ago to .645 of a cent this year, will mean millions of dollars to the common carrier.

In previous reports of this office, the average rate per ton per mile as found to exist in the United States has been compared with similar data on the railroads of other countries, and while we have no means of determining the accuracy of the reports which have been published in relation to the rate per ton per mile on the roads of other countries, yet it may be assumed that they are practically accurate, and if so, then much credit must be given to the American railways, as the average rate per ton per mile is much lower here than elsewhere and it must follow that the American people enjoy whatever benefits may exist in regard to this low average rate per ton per mile.

The cost of transportation is a factor in determining the cost of an article of commerce. This cannot be gainsaid, and therefore it must follow that the consumer and the manufacturer, one or both, are greatly benefitted by the conditions which are found here. For many years, through the unjust spirit of competition, rates descended so low in the scale that American railroads were made the subject of ridicule. Bankruptcy was brought upon many of them because of the prevalence of low rates of transportation, by discrimination and by rebates. Fortunately for all concerned, the shipper as well as the common carrier, common sense prevailed and a few years ago a community of interests was established and a disposition was shown to establish rates on a living basis. If this had not been done and the rates had continued to decrease in the proportion in which they were decreasing eight or ten years ago, the railroads of the country would be to-day carrying the products of the country at a figure less than cost, and it is undoubtedly a fact that practically every railroad in the country would have been in the hands of a sequestrator. The stiffening up of rates therefore seems to have its justification.

How far railroad rates of transportation may be increased and be just to the shipper and to industrial interests in general, is conjecture. Unfortunately that article of commerce which is of such extremely great importance in carrying on the manufacturing business, to wit, fuel, has seemed to increase in cost of transportation

at a greater percentage than have other commodities. On the face of it this would seem to be bad policy from any standpoint from which it may be viewed.

Under another caption some references have been made to the supervision of the rate problem by the State and nation. In the discussion it is claimed that it is but fair that the government should exercise a sufficient amount of supervision to prevent extortion. It is not believed that there is any urgent necessity for the exercise of that supervision at the present time, but should there continue to be an increase in the rate per ton for the transportation of such an important commodity as coal, the time may not be far distant when the government of the United States and the States in their proper spheres, will be called upon to determine the reasonableness of rates upon such commodities.

The following table shows the average receipt per ton per mile for five years, of the ten leading companies named therein. A careful study of these figures with a comparison of the total tonnage will give to the student of economies most interesting information.

TABLE SHOWING THE "AVERAGE RECEIPTS PER TON PER MILE" FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905, ON THE RAILWAYS MENTIONED.

| Name of Company. | 1901. | 1902. | 1903. | 1904. | 1905. |
|---|---|---|---|---|---|
| Balto. and Ohio, ..... | .00498 | .00515 | .00556 | .00582 | .00566 |
| D., L. & W., ..... | .00749 | .00751 | .00814 | .00749 | .00741 |
| Erie, ..... | .00615 | .00664 | .00637 | .00630 | .00645 |
| L. S. & M. S., ..... | .00489 | .00503 | .00519 | .00523 | .00524 |
| Lehigh Valley, ..... | .00550 | .00554 | .00598 | .00637 | .00633 |
| N. Y. C. & H. R., ..... | .00575 | .00632 | .00634 | .00664 | .00638 |
| Pennsylvania, ..... | .00562 | .00590 | .00598 | .00606 | .00604 |
| Penna. Company, ..... | .00589 | .00596 | .00621 | .00616 | .00601 |
| Phila. and Reading, .... | .00823 | .00831 | .00797 | .00835 | .00807 |
| P., C., C. & St. L., ..... | .00617 | .00640 | .00654 | .00672 | .00653 |

## Earnings and Income.

The passenger earnings for this year amount to $157,507,456. In 1901 they amounted to $118,878,448. The freight earnings this year amount to $471,551,448; five years ago they were $354,550,223. Other earnings from operation this year were $13,097,984; five years ago they were $8,326,411. The total earnings from operation this year were $642,156,888; five years ago they were $481,755,482.

In addition to these earnings there was an income from other sources during the year of $70,031,987, making the total earnings and income for this year $712,188,875. Five years ago the total earnings and income amounted to $534,214,627.

The details of the earnings and income of each company and the totals are found in consolidated Table I, to which is appended a comparative table for five years.

The following table shows the earnings and income from the ten leading companies, in which is embraced to a very great degree the increase shown in the figures denoting the total earnings and income from all companies, for in 1901 these ten companies had total earnings and income amounting to $406,186,714, and for the year covered by this report the amount is $554,292,646.

TABLE SHOWING "TOTAL EARNINGS AND INCOME FROM ALL SOURCES" OF THE TEN LEADING CORPORATIONS NAMED FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905.

| Name of Company. | 1901. | 1902. | 1903. | 1904. | 1905. |
|---|---|---|---|---|---|
| Balto. and Ohio, ..... | $47,971,224 | $53,468,169 | $65,059,484 | $67,719,678 | $70,877,303 |
| D., L. & W., ..... | 24,639,424 | 28,826,100 | 29,325,553 | 31,929,148 | 33,890,076 |
| Erie, ..... | 36,848,323 | 39,287,340 | 44,810,866 | 43,578,992 | 44,557,591 |
| L. S. & M. S., ..... | 28,552,061 | 31,335,935 | 34,944,600 | 37,342,316 | 38,783,542 |
| Lehigh Valley, ..... | 25,464,060 | 25,369,051 | 27,259,428 | 30,355,126 | 31,728,853 |
| N. Y. C. & H. R., ..... | 60,934,518 | 76,806,558 | 82,975,705 | 83,755,047 | 87,300,935 |
| Penna., ..... | 101,673,457 | 114,977,506 | 128,670,438 | 129,317,188 | 133,760,712 |
| Penna. Company, ..... | 28,784,070 | 35,733,158 | 41,075,121 | 41,784,286 | 46,009,619 |
| Phila. and Reading, .... | 28,379,179 | 29,549,238 | 32,468,963 | 34,978,331 | 37,536,154 |
| P., C., C. & St. L., .... | 22,950,308 | 25,652,803 | 28,029,158 | 28,705,641 | 29,847,861 |
| Total, ..... | $406,186,714 | $455,005,858 | $514,619,316 | $529,465,753 | $554,292,646 |

## Expenses During the Year.

In consolidated Table K will be found the total expenditures of each company and the total for all, classified as follows: Maintenance of way and structures, for which has been expended $77,131,623; maintenance of equipment $101,295,601; conducting transportation $238,279,107; general expenses $14,527,177, making a total of operating expenses of $431,233,508.

Following Table K will be found a comparative table covering a period of five years showing the total expenditures in the classifications above indicated.

The following table shows the expenditures for the ten leading companies from which it appears that five years ago these companies expended $366,240,709, not including dividends, and for the same purposes in 1905 they expended $478,980,534.

TABLE SHOWING "TOTAL EXPENDITURES FOR THE YEARS" (NOT INCLUDING DIVIDENDS PAID) OF THE TEN LEADING CORPORATIONS NAMED FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905.

| Name of Company. | 1901. | 1902. | 1903. | 1904. | 1905. |
|---|---|---|---|---|---|
| Balto. & Ohio, ..... | $43,282,239 | $46,947,224 | $51,241,320 | $57,362,318 | $57,203,307 |
| D., L. & W., ..... | 21,480,616 | 22,442,726 | 24,290,068 | 25,366,963 | 25,664,237 |
| Erie, ..... | 34,025,167 | 34,902,663 | 37,186,051 | 40,567,260 | 41,511,551 |
| L. S. & M. S., ..... | 21,410,589 | 24,328,158 | 29,360,503 | 32,825,926 | 34,251,311 |
| Lehigh Valley, ..... | 26,593,865 | 26,701,827 | 26,147,839 | 26,099,565 | 26,335,964 |
| N. Y. C. & H. R., ..... | 53,398,737 | 67,739,841 | 74,251,372 | 76,339,184 | 79,197,242 |
| Penna., ..... | 90,856,135 | 101,563,505 | 116,843,149 | 116,952,755 | 114,718,951 |
| Penna. Co., ..... | 26,489,868 | 31,773,114 | 37,155,775 | 39,661,274 | 42,117,749 |
| Phila. & Reading, ..... | 27,812,558 | 28,322,826 | 30,151,447 | 30,662,066 | 30,176,992 |
| P., C., C. & St. L., ..... | 20,890,935 | 23,813,821 | 26,108,372 | 27,345,952 | 27,803,180 |
| Total, ..... | $366,240,709 | $408,585,700 | $452,735,896 | $473,173,263 | $478,980,534 |

## Expenses other than for Operation.

Consolidated Table K, in addition to expenses for operation, shows the amount expended for other purposes than for operation, this amount for the year covered by this report being $177,739,630, making the total expenditures for the year $608,973,138.

From the balance remaining dividends were paid during the year amounting to $72,703,735. Five years ago the dividends amounted to $38,610,816, the amount paid in dividends being nearly doubled in the period of five years. After deducting the dividends, there is found a surplus as reported by the several companies amounting to $34,214,435. Some of the companies have reported a deficit and the total amount of deficits so reported is $3,774,269.

To consolidated Table K is appended a comparative table for five years showing the totals for that period under the classifications above indicated.

The following table indicates the percentage of operating expenses to earnings, and also gives the average daily compensation paid to employes by ten of the leading corporations. It discloses important information both to employes and to those interested in the management of railway corporations. There are certain things that a general railway manager is not responsible for in the way of expenditures, such as fixed charges, interest on bonded indebtedness, taxes, and to some extent betterments, but for all those expenditures which are directly charged as operating expenses, he or the Board of Managers, is responsible. Hence it is interesting to note what the percentages of expenses of operating are to receipts from operation, and while the lowest percentage may not reflect the

most credit, it is an evidence of economy and if that economy is not carried to the extent of crippling the affairs of railroads and impairing their use as common carriers, it conveys information of a complimentary character to the management. This percentage tabulation therefore, is a matter of much interest to those who are directly chargeable with the management of the operation of railways and especially of the affairs of railroads from an economic standpoint.

This table is of interest to railway employes in that it shows that from 1901 to 1905 there has been a marked increase on most of these ten leading roads in the way of average daily compensation.

TABLE SHOWING "PERCENTAGE OF OPERATING EXPENSES TO EARNINGS" AND "AVERAGE DAILY COMPENSATION PAID TO EMPLOYES" BY THE TEN LEADING CORPORATIONS NAMED FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905.

| Name of Company. | Average Daily Compensation. | | | | | Percentage of Operating Expenses to Earnings. | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1901. | 1902. | 1903. | 1904. | 1905. | 1901. | 1902. | 1903. | 1904. | 1905. |
| Balto & Ohio, ..... | $1 82 | $1 81 | $2 01 | $1 97 | $1 96 | 65.89 | 64.26 | 62.36 | 67.05 | 66.16 |
| D., L. & W., ..... | 1 86 | 1 86 | 1 98 | 1 98 | 2 04 | 63.53 | 60.68 | 55.10 | 54.71 | 52.91 |
| Erie, ..... | 1 85 | 1 86 | 1 92 | 1 97 | 2 00 | 68.87 | 65.79 | 61.96 | 68.84 | 68.89 |
| L., S. & M. S., ..... | 1 90 | 1 97 | 1 97 | 2 17 | 2 07 | 63.77 | 68.33 | 73.48 | 77.13 | 77.91 |
| Lehigh Valley, ..... | 1 83 | 1 82 | 1 89 | 1 94 | 1 94 | 79.53 | 80.81 | 71.06 | 63.02 | 60.40 |
| N. Y. C. & H. R., .. | 1 99 | 2 02 | 2 11 | 2 15 | 2 18 | 64.08 | 66.04 | 68.87 | 71.80 | 70.45 |
| Penna., ..... | 1 90 | 1 92 | 2 06 | 2 17 | 2 18 | 64.78 | 64.29 | 68.61 | 70.16 | 69.61 |
| Penna. Co., ..... | 1 96 | 1 99 | 2 11 | 2 17 | 2 14 | 66.71 | 67.63 | 70.76 | 74.02 | 70.51 |
| Phila. & Reading,.... | 1 97 | 1 90 | 1 94 | 1 92 | 1 91 | 56.93 | 56.56 | 60.14 | 57.82 | 52.87 |
| P., C., C. & St. L.,. | 1 95 | 1 91 | 2 07 | 2 17 | 2 20 | 68.83 | 68.06 | 72.61 | 74.46 | 71.50 |

## Accidents.

The Legislature of Pennsylvania has given but little heed to the casualties, both fatal and non fatal, which occur on the railroads of this State incidental to their operation. Several of the States have passed restrictive legislation upon the subject of safety appliances with a view of reducing, so far as possible the hazard to passengers, employes and other persons in connection with the operation of railroads and the transportation of persons and commodities. Under the Constitution of the United States, Congress has been given the power to regulate interstate commerce, and it has been adjudged that this power so conferred upon Congress carried with it the right to enact legislation that will, so far as possible, reduce the liability to accident among passengers and employes traveling from one State to another.

All safety appliances have been considered under national authority, and the most decisive action taken has been in relation to the

automatic coupling of cars. While a law was passed many years ago providing for the compulsory introduction of safety appliances, the Interstate Commerce Commission was given power to extend the time, at its discretion, in order to enable common carrier corporations to supply their cars with the necessary automatic couplers without its becoming too much of a hardship or burden.

Since practically all this interstate equipment has been supplied with automatic couplers, it has been expected that there would be a very large percentage of reduction in the fatal and non fatal accidents among employes, but time enough has not elapsed to ascertain with accuracy what the actual percentage of decrease of accidents is among employes. It is, however, a certainty that results have not been so favorable as was expected.

Information is not at hand to show what the actual percentage of decrease in accidents among employes has been with reference to those directly connected with the handling and switching of trains, but it must be apparent to every observer that in this limited class there has been a decisive reduction. Indeed it could not be otherwise. It is but a few years ago that railway employes were required to go between both passenger and freight cars to effect a coupling, an undertaking which was most dangerous and which was the cause of swelling especially the fatal list, among railway employes to a great extent. That hazardous employment has practically been done away with and couplings are effected through an appliance which is operated from a point outside of the space between cars.

To what extent defective equipment is the cause of accidents among both passengers and employes is not known. A study of accidents, especially where trains are thrown from the tracks, will however disclose the fact that many of the accidents on steam railways have been caused through a failure to have equipment in perfect running order before it is placed in the train for use in transportation of persons or commodities. While it seems that there is no small amount of care shown in testing equipment before it leaves the shop or the yard, and indeed frequently in transit, yet a close observer will see that in many instances it is a matter of form rather than of careful examination.

These observations may seem to indicate a desire to interfere in the affairs of railroads to a greater extent than propriety will warrant, but if we turn to the tables which indicate fatal and non fatal accidents which annually occur upon our railroads, there would seem to be justification for the adoption of legislation of a most restrictive nature in regard to not only the handling of equipment in transit, but in the preparation of such equipment before being put into use.

No more worthy or intelligent class of workmen can be found anywhere than those engaged in the operation of steam railways. To look upon a body of engineers is to see a body of men who are not only sturdy and stalwart, but are of necessity of a very high order of intelligence. They are certainly a brainy lot of men, but if we turn our attention to those we have known in the past, we will discover that a great number of these men have gone down in the havoc incident to railroad collisions or wrecks.

Of necessity it must be a hazardous employment, that of an engineer, and yet there are men operating locomotives upon our railroads who have been in that particular service of the railroads for over forty years. Still the railway employe, playing the part he does in the great problem of transportation, appeals to our sympathy when we consider the great army of these men who, in a single decade, have been killed and injured in the operation of railways.

Turning to consolidated Table L, wherein are classified the causalties on each of the railroads reporting to this office for the year ending June 30, 1905, and we will find that the total number of employes killed during the year was 1,210, and the number injured was 16,735, of a total of casualties to employes, both fatal and non fatal, for a single year upon the railroads reporting to this office, of 17,945.

In 1901 these same railroads reported fatal casualties among railway employes of 987, and non fatal 15,456; in 1902 they reported 1,137 fatal and 17,571 non fatal; in 1903, they reported 1,323 fatal and 14,059 non fatal; in 1904 they reported 1,274 fatal and 15,578 non fatal accidents.

At first glance these figures would indicate that notwithstanding legislation has been passed providing for the safety of employes, and safety appliances have been introduced, yet the hazard of this employment has been increasing. This view of the case, however, is dispelled when it is seen that there are more employes by the thousands in 1905 than there were in 1901, and therefore the liability in the way of numbers has greatly increased. The true test is by a system of percentages. What percentage of the employes of 1901 were killed, and what percentage were injured? Such a comparison may be made in each year from the official returns, which will give some idea of the tendency to accidents among railway employes. On the face of the returns there is some percentage of decrease in the number of employes killed in 1905 as compared with those killed in 1904, but in the non fatal accidents there is found a percentage of increase. These figures refer, however, to steam railway employes in general and not to any particular classification.

If, as before indicated, a comparison were made on a percentage basis among those directly connected with the handling of trains,

there would be found to be a percentage of decrease in fatal and non fatal accidents among such employes since the introduction of safety appliances. This fact is disclosed by the reports of the Interstate Commerce Commission, to which body frequent reports are made of casualties, not only among employes, but among passengers and other persons.

It is said that human nature is weak and so it is, and it is in the nature of most men to be careless, and herein is the cause, to a very great degree for the thousands of fatal and non fatal accidents that occur upon the railways of this country. Men should be especially selected and educated with reference to their duties as railway employes, and they should be paid wages commensurate with the hazard they undertake and with the fidelity exhibited in the discharge of their duties. In military life it is said "How often the safety of thousands depends upon the fidelity of a single sentinel," so in railway employment, how often the lives of many hang not only upon the fidelity of a single employe, but upon the care which he exhibits in the discharge of his important duties.

It is easy to talk about men being careful in the discharge of their duties; it is another thing for a man who occupies a responsible position such as that of a railway employe to hold himself up to a rigid degree of carefulness at all times and under all circumstances. He must battle against the usual weaknesses of human nature if he at all times goes to the full extent of what is required of him in the discharge of the duties of his responsible position.

Railway managers should be careful in the selection of men and should be extremely exacting as to the manner in which they discharge their duties, while the people in every way possible should encourage men to do their duty and commend those who are faithful.

A study of the figures showing the fatal and non fatal accidents among passengers is also interesting. In 1901 there were 86 passengers killed; in 1902, there were 72 killed; in 1903, there were 98 killed; in 1904, there were 124 killed, and for the year covered by this report there were 123 passengers killed.

When regard is had to the number of passengers carried, the percentage of increase or decrease is very slight.

In 1901 there were 1,780 passengers injured; in 1902 there were 2,392 injured; in 1903 there were 2,713 injured; in 1904 there were 2,798 injured, and in 1905 there were 2,983 injured. As indicated with reference to the fatal accidents, the percentage of increase only differs slightly from the percentage of increase in the number of passengers carried. Indeed, there seems to be but little change in the percentage of accidents, both fatal and non fatal, among passengers upon the steam railways.

Any statement made here to show that the hazard was great among passengers upon our railroads would be unjust, for it would be erroneous. Considering the millions and millions of passengers that are annually carried upon our railways and the fact that so few are killed and injured, the results are to many a great surprise. The fact, however, is that riding upon the railroads in modern cars which are built so strong that they do not go to pieces easily in a wreck is less hazardous than engaging in many of the usual vocations in the commercial world.

Turning from the casualties among passengers and employes to those which have occurred among other persons, a gloomy exhibit is made. Among passengers and employes but a small percentage of the total casualties are fatal, but among other persons than passengers or employes, between 40 and 50 per cent. of the total number of casualties are fatal.

In 1901 the fatal accidents among persons other than passengers and employes amounted to 2,007; and non fatal 2,601; in 1902 the fatal accidents were 2,064 and the non fatal 2,817; in 1903 the fatal accidents were 2,298 and the non fatal 2,716; in 1904 the fatal accidents were 2,222 and non fatal 2,540; in 1905 the fatal accidents were 2,127 and the non fatal 2,357.

It is remarkable how closely the fatal accidents under this classification approach the non fatal, and it is also remarkable what a uniformity there is in the number of accidents of both classes. Of course many of them are the result of accidents at grade crossings, falling from the cars and other causes. Many deaths and injuries have occurred as a result of attempt to commit suicide, but that there should be such uniformity in the number in both classes is truly remarkable.

It is hard to pass observations on these casualties without making some reference to the question of grade crossings. Not that this has not been done for many years and the utmost effort made so far as the preparation of the report is concerned, to induce the Legislature to provide for the elimination of grade crossings, but all this effort has been without avail and the tens of thousands of human lives that have been sacrificed in a decade as the result of grade crossings have not seemed to make any decisive impression upon those whose duty it is under the Constitution to provide wholesome laws for the protection of the lives and limbs of the citizens of Pennsylvania.

Commendable have been the efforts of the Pennsylvania Railroad in its own way to do away with grade crossings along its main line. True it is a hard subject to deal with and this company has effected much in its own way in the construction of its lines and in the con-

sideration of the subject with municipalities through which its lines pass. Yet with all that has been done, it is a frequent thing for its express train to come to a sudden stop at or near a grade crossing as the result of striking some person or team, usually resulting in loss of life and destruction of property.

Is it possible that, imperative as are the duties devolving upon the legislative branch of this government, another decade shall pass without proper legislation upon this important subject? Railroads are here to stay. Our commerce would be of all things most insignificant from a comparative standpoint if it were not for the railroads, but that they ought to be constructed and operated with a view to the safety of human lives cannot be denied and the Legislature will not have done its duty until it passes a law which will prevent grade crossings in future construction and will also provide for the gradual elimination of those now in use.

The total number of fatal accidents during the year was 3,460 and of non fatal 22,075, or a grand total of 25,535.

Herewith is submitted a table showing accidents on the lines of ten of the leading corporations for five years from 1901 to 1905 inclusive. The accidents that have occurred on these ten roads cover a very large percentage of the total number of accidents on all the roads reporting to this office.

TABLE SHOWING "ACCIDENTS" ON THE LINES OF THE TEN LEADING CORPORATIONS NAMED FOR THE YEARS 1901, 1902, 1903, 1904 AND 1905.

| Name of Company. | 1901. | | 1902. | | 1903. | | 1904. | | 1905. | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Balto. & Ohio, ..... | 370 | 2,509 | 355 | 1,858 | 397 | 2,055 | 515 | 2,284 | 356 | 2,075 |
| D., L. & W., ..... | 119 | 406 | 36 | 106 | 109 | 339 | 128 | 495 | 111 | 417 |
| Erie, ..... | 209 | 2,294 | 220 | 1,442 | 290 | 1,661 | 272 | 2,116 | 214 | 2,520 |
| L. S. & M. S., ..... | 166 | 410 | 188 | 1,791 | 193 | 2,135 | 212 | 2,229 | 226 | 2,013 |
| Lehigh Valley, ..... | 113 | 228 | 123 | 755 | 118 | 872 | 117 | 1,307 | 85 | 1,153 |
| N. Y. C. & H. R.,.. | 408 | 970 | 422 | 1,625 | 438 | 1,231 | 466 | 1,313 | 471 | 1,866 |
| Penna., ..... | 637 | 5,814 | 763 | 7,542 | 917 | 5,124 | 759 | 4,830 | 783 | 4,143 |
| Penna. Co., ..... | 148 | 1,767 | 192 | 1,440 | 212 | 1,343 | 210 | 1,467 | 258 | 1,387 |
| Phila. & Reading, .. | 219 | 1,018 | 201 | 790 | 230 | 1,045 | 224 | 945 | 203 | 1,709 |
| P., C., C. & St. L.,. | 162 | 1,619 | 211 | 2,347 | 200 | 1,267 | 193 | 1,404 | 189 | 1,292 |
| Total, ..... | 2,551 | 17,035 | 2,711 | 19,696 | 3,104 | 17,072 | 3,096 | 18,390 | 2,896 | 18,580 |

# DEDUCTIONS FROM THE REPORTS OF THE TEN LEADING RAILROAD CORPORATIONS EXHIBITING THE RESULTS OF OPERATION DURING THE YEAR ENDING JUNE 30, 1905.

There are 165 steam railway corporations in Pennsylvania that make operating reports to this office and there are 159 steam railway corporations whose lines are operated by other corporations, which also make report to this office, yet there are comparatively few which may be denominated trunk lines. Among these greater corporations are the following: The Baltimore and Ohio, the Delaware, Lackawanna and Western, the Erie, the Lake Shore and Michigan Southern, the Lehigh Valley, the New York Central and Hudson River, the Pennsylvania, the Pennsylvania Company, the Philadelphia and Reading, and the Pittsburg, Cincinnati, Chicago and St. Louis.

A consolidation of data with reference to these ten leading corporations is given herewith, showing the capitalization, mileage, equipment, tonnage, receipts, disbursements, accidents during the year, in order that the conditions of these railroads may be readily compared with each other and in order that stockholders in these corporations, officers of railways and citizens generally may from these deductions easily obtain comparative data of great value.

## Baltimore and Ohio.

The report of this company shows liabilities amounting to $456,998,897, divided as follows: Capital stock outstanding, $184,258,524; funded debt outstanding, $243,963,430; current liabilities, $28,776,943.

Its assets are reported as follows: Cost of road, $309,637,204; cost of equipment, $50,662,724; stocks and bonds owned, $43,548,659; cash and current assets, $43,884,062; other assets, $18,401,536; or a total of assets amounting to $466,134,185.

This company owns and operates lines of railways whose total mileage is 4,024.71, of which 650 miles are within the limits of Pennsylvania.

This company owns 1,703 locomotives, 1,130 passenger cars, 74,501 freight cars and 2,726 cars in the company's service, making the total number of cars 78,357.

The number of its employes for the year ending June 30, 1905, was 50,731, and the total compensation paid them during the year was $30,845,326.

The train mileage during the year was 36,585,591, divided as follows: Mileage of revenue passenger trains, 14,129,522; mileage of revenue freight trains 21,922,857; mileage of revenue mixed trains, 533,212.

This company carried 15,518,372 passengers earning revenue, an equivalent of carrying 705,493,811 passengers one mile, the average distance carried being 45 miles.

The total passenger revenue of this road was $13,817,141; the average amount received from each passenger was 89 cents; the average receipts per passenger per mile, 1.959 cents, and the passenger earnings per mile of road, $4,184.

This corporation carried during the year 47,285,183 tons of freight, divided as follows: Products of agriculture, 2,644,779 tons; products of animals, 762,098 tons; products of mines, 30,892,802 tons; products of forests, 2,725,761 tons; products of manufactories, 7,241,149 tons, merchandise, 482,975 tons, and miscellaneous shipments, 2,535,619 tons.

For transporting these 47,285,183 tons of freight this corporation received $50,607,087. The average amount received for each ton of freight was $1.07; the average receipts per ton per mile, .566 of a cent, and the freight earnings per mile of road, $12,635.

The total earnings and income of this corporaton for the year were $70,877,303, divided as follows: Passenger earnings, $16,838,071; freight earnings, $50,851,926; other earnings from operation, $210,308; income from other sources including interest on bonds, dividends on stock, rentals, etc., $2,976,998.

The expenses of this corporation during the year were as follows: For maintenance of way and structures, $7,797,868; maintenance of equipment, $10,778,927; conducting transportation, $24,722,364; general expenses, $1,621,752; making the total operating expenses, $44,920,911. From this it appears that the operating expenses are 66.16 per cent. of receipts from operation.

Other expenses during the year which were properly deductions from income amounted to $12,282,396; making the total expenditure for the year $57,203,307.

Dividends were paid amounting to $8,006,802, leaving a surplus of $5,667,194.

In the operation of the road during the year there were 11 passengers killed and 275 injured; 130 employes killed and 1,605 injured; 215 other persons killed and 195 injured, making a total of 356 killed and 2,075 injured. Last year there were 515 killed and 2,284 injured.

## Delaware, Lackawanna and Western.

The capitalization of this road is made up as follows: Stocks outstanding, $26,200,000; funded debt outstanding, $3.067,000; other forms of indebtedness including current liabilities, $7,217,743, or a total railway capitalization of $36,484,743.

Under the head of assets this company reports total cost of road owned, $17,506,386; total cost of equipment, $8,019,201; stocks and bonds owned, $13,366,574; cash and current assets, $15,541,765; other assets, $7,507,958, or a total amount of assets of $61,941,884.

Its mileage owned and operated is 816.39, of which 214.90 miles are within the limits of Pennsylvania.

This company owns 664 locomotives, 722 passenger cars, 23,360 freight cars and 900 cars in company's service, making the total number of cars owned 24,982.

Its employes number 18,878, and the total compensation paid them during the year was $10,367,866.

The number of passengers carried during the year was 18,473,656; the total passenger revenue was $5,377,118; the average amount received from each passenger being 29.1 cents. The average receipts per passenger per mile were 1.421 cents; the passenger earnings per mile of road, $8,486.

During the year this company carried 1,387,238 tons, the products of agriculture; 425,216 tons, the products of animals; 11,558,739 tons, the products of mines; 421,825 tons, the products of forests; 1,496,531 tons, the products of manufactories; 868,110 tons of merchandise, and 1,556,191 tons of miscellaneous shipments, or a total tonnage of 17,713,850.

The number of tons carried one mile was 3,047,729,523, and the average distance haul of one ton was 172 miles.

The total freight revenue was $22,589,376; the average receipts per ton per mile, .741 of a cent. Last year the average receipts per ton per mile were .749 of a cent.

The passenger earnings for the year were $6,927,984; freight earnings, $22,597,642; other earnings from operation, $363,655, making the total earnings from operation $29,889,281.

This company also received $4,000,795, income from other sources including interest on bonds, dividends on stock, rentals, etc., making the total earnings and income for the year $33,890,076. Last year the total earnings and income were $31,929,148.

The expenses for the year were as follows: $4,156,178 for maintenance of way and structures; $2,776,201 for maintenance of equipment; $8,358,376 for conducting transportation; $523,467 for general

expenses, making the total operating expenses $15,814,222, from which it appears that the operating expenses were 52.91 per cent. of receipts from operation.

Other expenses not properly chargeable to operation amount to $9,850,065, making the total expenses for the year $25,664,287.

From the surplus left dividends were paid amounting to $4,847,000, leaving the surplus for the year of $3,378,789.

Under the head of accidents, there were no fatal casualties among passengers, but there were 55 passengers injured; among employes 34 were killed and 276 injured; of other persons 77 were killed and 86 injured, making a total for the year of 111 killed and 417 injured. Last year there were 128 killed and 495 injured.

## Erie.

Under the head of capitalization this company reports $176,271,300 of capital stock outstanding; $188,162,109 funded indebtedness; $11,824,353 of other forms of indebtedness including current liabilities, making a total railway capitalization of $376,257,762.

The assets for the year amount to $387,748,353, made up as follows: Cost of road, $326,625,072; cost of equipment, $24,212,610; stocks and bonds owned, $19,718,299; cash and current assets, $10,800,776; other assets, $6,391,596.

Its mileage owned and operated, was 1,883.73, of which 505.30 miles are in Pennsylvania.

Its equipment consists of 1,242 locomotives, 974 passenger cars, 50,695 freight cars, and 803 cars devoted to the company's service, making a total of 52,472 cars.

The number of persons employed by this company during the year was 29,870 and the total compensation paid them was $17,366,707.

The train mileage for the year was as follows: Miles run by passenger trains, 7,951,923; miles run by freight trains, 10,948,657; total number of miles run, 18,900,580.

The number of passengers carried was 20,240,210, an equivalent of carrying 525,333,393 passengers one mile, the average distance each passenger was carried being 26 miles.

The total passenger revenue was $7,688,576; the average receipts from each passenger 37.9 cents; the average receipts per passenger per mile, 1.464 cents, and the passenger earings per mile of road, $4,828.

Of the tonnage carried by this road during the year, 1,969,853 tons were products of agriculture; 569,899 tons the products of animals; 18,510,633 tons the product of mines; 1,325,285 tons products of forests; 3,710,665 tons the products of manufactories; 2,724,562 tons

of merchandise, and 1,980,836 tons of miscellaneous shipments. The total amount of freight carried was 30,791,733 tons, an equivalent of carrying 4,566,960,900 tons one mile. The average haul per ton was 148 miles.

The total freight revenue for the year was $29,410,811; the average amount received for each ton of freight was 95.5 cents; the average receipts per ton per mile .645 of a cent, and the freight earnings per mile of road, $15,750.

The passenger earnings and revenue for the year amounted to $9,083,087; the freight earnings, $29,632,322; other earnings from operation, $3,248,137; total earnings from operation, $41,963,546.

Income from other sources, including interest on bonds, dividends on stock, rentals, etc., $2,594,045, making the total earnings and income $44,557,591.

In the way of expenses, the report of this company shows the following: For maintenance of way and structures, $3,213,939; for maintenance of equipment, $6,757,202; for conducting transportation, $18,050,634; for general expenses, $888.593, making the total operating expenses $28,910,368.

The expenses of operation were 68.89 per cent. of receipts from operation. Last year the expenses of operation were 68.84 per cent. of receipts from operation.

During the year the expenses other than for operation were $12,601,183, making the total expenditures for the year $41,511,551.

Dividends were paid amounting to $2,555,696, leaving a surplus of $490,344.

During the year covered by this report, there were 19 passengers killed and 222 injured; 79 employes killed and 2,083 injured; 116 other persons killed and 215 injured, or a total of 214 killed and 2,520 injured. Last year, there were 272 persons killed and 2,116 injured.

## Lake Shore and Michigan Southern.

$50,000,000 represents the capital stock outstanding of this corporation; $98,824,000 its funded indebtedness outstanding; $9,901,927 it current liabilities, making the total railway capitalization or liabilities, amount to $158,725,927.

Under the head of assets the report of this company shows cost of road, $66,700,000; cost of equipment, $17,300,000; stocks and bonds owned, $70,129,455; cash and current assets, $13,972,478; other assets, $7,718,004; making a total of $175,819,937 of assets.

Its mileage owned and operated is 1,520.35, of which 102.49 miles are within the limits of Pennsylvania.

The equipment of this road consists of 673 locomotives, 483 cars in passenger service, 26,622 cars in freight service, 1,259 cars in the company's service, or a total number of cars in the service of 28,364.

There were 21,935 employes reported by this road, to whom a compensation of $14,205,312 was paid.

Its train mileage consisted of 6,844,591 miles run by passenger trains, 351,114 miles run by mixed trains, and 7,447,797 miles run by freight trains, making a total of 14,643,502 train miles.

This road carried during the year 5,836,371 passengers, an equivalent of carrying 347,376,259 passengers one mile. The average haul per passenger was 60 miles.

The total passenger revenue was $7,140,316, or an average amount received from each passenger of $1.223. The average receipts per passenger per mile were 2.055 cents, and the passenger earnings per mile of road $7,101.

Of the freight carried, 3,110,968 tons were products of agriculture; 967,158 tons, products of animals; 16,995,548 tons, products of mines; 815,249 tons, products of forests; 6,296,395 tons, products of manufactories; 982,180 tons of miscellaneous commodities, or a total of 29,067,498 tons, an equivalent of having carried 4,689,406,933 tons one mile, an average haul per ton of 161 miles.

The total freight revenue for the year was $24,565,357; the average amount received for each ton of freight 84.5 cents; the average receipts per ton per mile .524 of a cent, and the freight earnings per mile of road $16,802.

The passenger earnings and revenue of this road were $10,560,268; the freight earnings and revenue $24,985,967; other earnings from operation, $666,338, or a total of earnings from operation amounting to $36,212,573.

To this was added income from other sources, including interest on bonds, dividends on stock, rentals, etc., amounting to $2,570,969, making the total earnings and income for the year ending June 30, 1905, $38,783,542. Last year the total earnings and income of this company was $37,342,316.

In the way of expenses this company has paid out during the year, for maintenance of way and structures, $6,638,566; for maintenance of equipment, $7,255,716; for conducting transportation, $13.755,702; for general expenses, $564,677, or a total of operating expenses amounting to $28,214,661, from which it appears that the operating expenses are 77.91 per cent. of receipts from operation.

Besides the expenses of operation, there have been paid out during the year for other expenses $6,036,650, making a grand total of ex-

penditures of $34,251,311. Dividends amounting to $4,010,670 have been paid by this company after which there remained a surplus of $521,561.

The accidents reported by this company are as follows: 15 passengers killed and 229 injured; 60 employes killed and 1,617 injured; 151 other persons killed and 167 injured, or a total of 226 killed and 2,013 injured. Last year there were 212 persons killed and 2,229 injured.

## Lehigh Valley.

The capital stock of this company is $40,441,100; the funded indebtedness, $58,543,000; the current liabilities, $7,255,520, making the total liabilities or total railway capitalization $106,239,620.

The report of this company shows the assets to be as follows: Cost of road, $18,639,292; cost of equipment, $29,770,870; stocks and bonds owned, $34,046,673; cash and current assets, $11,981,129; other assets, $20,458,982, or a total amount of assets of $114,896,946.

The total mileage owned and operated is 1,392.89, of which 628.84 miles are within the State of Pennsylvania.

This company has in its service 747 locomotives, 488 cars in passenger service; 35,817 cars in the freight service, and 1,225 cars in the company's service, making a total of 37,530 cars.

The number of employes on the pay rolls of this company for the year were 20,372, to whom the total compensation paid amounted to $11,023,548.

The train mileage of this company was 4,058,662 miles run by passenger trains; 8,195,176 miles run by mixed trains, or a total train mileage of 12,253,838.

The number of passengers carried during the year was 4,535,233. Reduced to a single mile basis this is equivalent to carrying 202,056,339 passengers one mile, an average distance per passenger of 45 miles.

The total passenger revenue for the year was $3,509,825, the amount received per passenger per mile being 1.737 cents.

The tonnage of the road is classified as follows: Products of agriculture, 2,334,900 tons; products of animals, 681,387 tons; products of mines, 14,524,713 tons; products of forests, 592,218 tons; products of manufactories, 3,092,841 tons; merchandise, 1,611,841 tons, and miscellaneous shipments, 936,387 tons, making a total of 23,774,287 tons of freight transported on this road, which is an equivalent of carrying 4,103,775,941 tons one mile. The average distance of the haul of a ton of freight was 173 miles.

For the transportation of this freight the company has received $25,962,920. The average receipts per ton of freight were $1,092; the average receipts per ton per mile .633 of a cent, and the freight earnings per mile of road, $18,627.

The passenger revenue and earnings amounted to $4,116,848; the freight revenue and earnings, $25,962,920; other earnings from operation, $1,196,075, making the total of earnings from operation $31,275,843.

From other sources there have been received $453,010, making the grand total of earnings and income $31,728,853.

From the receipts of this company there have been paid the following amounts: For maintenance of way and structures, $3,269,383; for maintenance of equipment, $4,894,269; for conducting transportation, $10,139,038; for general expenses, $587,011, making the total expense from operation, $18,889,701. From these figures it appears that the expense of operation for the year was 60.40 per cent. of the receipts from operation.

In addition to the expenses of operation, the company has paid out during the year $7,446,263, making the total of operating and other expenses during the year, $26,355,964.

This company paid out in dividends $1,225,989, and still retained a surplus of $4,166,900.

Although this company carried 4,535,233 passengers during the year, no fatal accidents resulted and only 102 passengers were injured. Of employes 40 were killed and 933 injured; of other persons 45 were killed and 118 injured, making the total number of persons killed 85 and injured 1,153. Last year there were 117 persons killed and 1,307 injured, showing a reduction in the number of persons killed and injured which is to be heartily commended.

## New York Central and Hudson River.

The total liabilities, or railway capitalization of this corporation is $387,817,186, divided as follows: Capital stock outstanding, $132,250,000; funded indebtedness, $230,414,845; other forms of indebtedness, including current liabilities, $25,152,341.

This company reports as assets $402,132,605, divided as follows: Total cost of roads owned, $146,565,016; total cost of equipment owned, $50,688,034; stocks and bonds owned, $138,728,475; cash and current assets, $24,251,121; other assets, $41,899,959.

This corporation owns and operates 3,566.16 miles of road, of which 610.42 miles are within the limits of Pennsylvania, 50.40 being the number of miles of new line constructed by this company in Pennsylvania during the past year.

Its equipment consists of 1,849 locomotives; 2,123 cars in the passenger service; 63,957 cars in the freight service, and 3,584 cars in the company's service, or a total of 69,664 cars.

The total number of employes for the year was 50,912, and to these was paid as compensation, $34,766,241.

The total train mileage of this company for the year covered by this report was 42,679,594, divided as follows: Mileage of passenger trains, 22,628,345; mileage of mixed trains, 215,340; mileage of freight trains, 19,835,909.

The number of passengers carried during the year was 43,538,978, an equivalent of carrying 1,407,805,164 passengers one mile. The average distance each passenger was carried was 32 miles.

The passenger revenue for the year was $24,202,098; the average amount received from each passenger 55 cents; the average receipts per passenger per mile, 1.719 cents, and the passenger earnings per mile of road, $9,088.

This company carried during the year freight classified as follows: Products of agriculture, 5,512,397 tons; products of animals, 2,332,-008 tons; products of mines, 17,579,382 tons; products of forests, 2,566,953 tons; products of manufactories, 5,261,471 tons; merchandise, 4,143,859 tons, and miscellaneous shipments, 2,338,442 tons. The total tonnage of this road was 39,734,512, an equivalent of carrying 7,645,858,138 tons one mile. The average distance haul of one ton was 192 miles.

The total freight revenue for the year was $48,743,359. The average amount received for each ton of freight was $1,226; average receipts per ton per mile, .638 of a cent; total freight earnings per mile of road, $13,762.

This corporation received from its passenger revenue and earnings $29,808,794; freight earnings and revenue, $48,871,026; other earnings from operation, $2,398,393; total earnings from operation, $81,-078,213.

This company also received from other sources, including interest on bonds and dividends on stock $6,222,722, making the total earnings and income $87,300,935.

It has paid out for maintenance of way and structures $11,143,792; for maintenance of equipment, $11,137,824; for conducting transportation, $32.692,841; for general expenses, $2,143,830, making the total operating expenses, $57,118,287. From these figures it appears that the expenses of operation have been 70.45 per cent. of receipts from operation.

In addition to the expenditures for operation the company has paid out for other expenses $22,078,955, making the total expenses for the year $79,197,242. A dividend was paid amounting to $6,612,500, leaving a surplus of $1,491,193.

Of the passengers which this road has carried 15 were killed and 317 injured; of the great number of employes 153 were killed and 1,410 injured; of other persons than passengers or employes 303 were killed and 139 injured, making a total of 471 killed and 1,866 injured. Last year there were 466 persons killed and 1,313 injured.

## Pennsylvania Railroad.

In considering the operation of this company it is well to remember that the figures here given do not cover any of the Pennsylvania system except the lines east of Pittsburg and Erie and west of Philadelphia. The lines of the Northern Central, the Cumberland Valley and the Philadelphia, Baltimore and Washington Railway Companies are not included in this report, each of them making a separate operating report.

In the report of this company for the year ending June 30, 1905, the total railway capitalization is shown to be $579,743,153. This amount is divided as follows: Amount of capital stock outstanding $302,513,300; amount of funded indebtedness outstanding, $196,532,448; amount of other forms of indebtedness including current liabilities, $80,697,405. Last year the total amount of railway capitalization reported by the Pennsylvania Railroad Company was $483,898,925; it will therefore be seen that there has been a material increase in the total railway capital of this company.

Last year the total amount of funded indebtedness outstanding was $110,284,340, showing an increase in the past year in the funded indebtedness of $86,248,108. The vast improvements which this company is now making along the lines of its road, show very clearly to what uses the money derived from this increased indebtedness is being devoted.

The assets of the Pennsylvania Railroad Company for the year covered by this report amount to $601,249,398, classified as follows: Cost of road, $148,849,238; cost of equipment, $50,304,427; stocks and bonds owned, $219,645,944; cash and current assets, $137,481,856; other assets, $44,967,933. Last year the total amount of assets was $506,798,945.

The total mileage reported for this year was 3,896.52, of which 3,075.62 miles were within the limits of the Commonwealth of Pennsylvania. The number of miles of new line constructed during the year in the State of Pennsylvania was 15.88.

The equipment of this road consists of 2,948 locomotives; 2,169 cars in the passenger service; 113,119 cars in the freight service, and 3,300 cars in the company's service, making the total number of cars in the service of this corporation 118,588.

This company carried on its payrolls 88,405 persons and the compensation paid them amounted to $61,204,230.

The train mileage was 52,031,975, of which 21,883,177 miles were run by passenger trains; 31,148,798 by freight trains.

The number of passengers carried was 52,010,565, an equivalent of carrying 1,257,675,494 passengers one mile. The average distance haul of a passenger was 24 miles.

The total passenger revenue was $25,158,900; the average amount received from each passenger, 48.3 cents; the average receipts per passenger per mile, 2 cents, and the passenger earnings per mile of road, $7,714. Last year the average receipts per passenger per mile were 2.02 cents.

During the year covered by this report the Pennsylvania Railroad Company carried freight as follows: Products of agriculture, 4,827,749 tons; products of animals, 1,823,534 tons; products of mines, 64,310,584 tons; products of forests, 5,362,004 tons; products of manufactories, 20,359,553 tons; merchandise, 608,715 tons, and miscellaneous shipments, 2,894,913 tons, making the total number of tons of freight carried 100,187,052, an equivalent of having carried 15,007,739,721 tons one mile. The average distance of the haul of one ton was 150 miles.

The total freight revenue for the year was $90,709,361; the average amount received for each ton, 90.5 cents; the average receipts per ton per mile, .064 of a cent, and the average freight earnings per mile of road, $23,334. Last year the total number of tons carried was 98,098,025 tons; the total freight revenue, $86,968,246; the average receipts per ton per mile, .606 of a cent.

This year the passenger revenue and passenger earnings were $31,086,053; the freight revenue and earnings $90,709,361; other earnings from operation, $1,542,577, making the total earnings from operation, $123,337,991. There was also an income from other sources, including interest on bonds, dividends on stock, rentals, etc., $10,422,721, making the total earnings and income $133,760,712.

Last year the passenger earnings were $30,430,533; freight earnings, $86,968,246; other earnings from operation, $1,485,726; total earnings from operation, $118,884,505. Income from other sources amounting to $10,432,682, making the total earnings and income $129,317,188.

This year the company paid out for maintenance of way and structures $14,134,196; maintenance of equipment, $21,785,780; conducting transportation, $46,812,829; general expenses, $3,123,921, making the total operating expenses $85,856,726. From these figures it is seen that the operating expenses of the Pennsylvania Railroad Company for the year were 69.61 per cent. of the earnings. Last year the percentage of operating expenses to earnings was 70.16.

In addition to the expenses of operation, this company paid out $28,862,225, making the total expenditures $114,718,951.

A dividend of $18,077,106 was paid to its stockholders, and it had left after transacting the business of the year a surplus of $964,655.

During the year covered by this report 30 passengers were killed and 865 injured; 265 employes were killed and 2,751 injured; 488 other persons were killed and 532 injured, making the total number of fatal accidents on the lines of this company 783, and of non fatal accidents, 4,148.

Last year there were 17 passengers killed and 877 injured; 275 employes killed and 3,277 injured; 467 other persons killed and 676 injured, making the total number of fatal accidents 759 and of non fatal accidents 4,830, showing an increase this year in fatal accidents of 24 and a decrease in non fatal accidents of 682.

## Pennsylvania Company.

The Pennsylvania Company, while a part of the great Pennsylvania system, is yet a separate corporation from that of the Pennsylvania Railroad, and separate operating accounts are kept. This company is the operating company of the Pennsylvania lines west of Pittsburg, with the exception of the Pittsburg, Cincinnati, Chicago and St. Louis, which is also a part of the Pennsylvania system, but whose operations are not included in either the report of the Pennsylvania Railroad Company or the Pennsylvania Company.

This company has a stock capitalization of $168,422,557, divided as follows: Capital stock outstanding $40,000,000; funded debt outstanding, $107,898,905; other forms of indebtedness including current liabilities, $20,523,652.

This company has assets amounting to $176,286,991, made up as follows: Cost of real estate, $1,225,590; cost of equipment owned, $8,266,723; stocks and bonds of other companies owned, $116,728,954; cash and current assets, $28,487,220; other assets, $21,578,504.

The mileage reported by the Pennsylvania Company was 1,388.73, of which 292.61 miles are within the limits of Pennsylvania.

The number of locomotives used by this company in operating the lines of the subsidiary companies was 812; the number of cars

in the passenger service, 549; the number of cars in the freight service, 49,704; the number of cars in the company's service, 551, making the total number of cars in the service, 50,804.

It carried on its pay roll during the year 31,146, and to this number of employes it paid as compensation $17,178,463.

The total amount of train mileage for the year was 18,414,711. Of this amount 6,832,407 miles were run by passenger trains; 11,582,-304 miles by freight trains.

The total number of passengers carried was 10,429,270. Reduced to a single mileage basis, this is found to be the equivalent of having carried 284,271,869 persons one mile, or an average distance haul of each person of 27 miles.

The total passenger revenue for the year was $5,662,944; the average amount received from each passenger 54.3 cents; the average receipts per passenger per mile 1.992 cents, and the passenger earnings per mile of road, $5,157.

The freight carried by the Pennsylvania Company is classified as follows: Products of agriculture, 2,666,745 tons; products of animals, 681,324 tons; products of mines, 49,225,690 tons; products of forests, 1,624,067 tons; products of manufactories, 15,755,710 tons; merchandise, 309,902 tons, and miscellaneous shipments, 1,630,861 tons, making the total tonnage for the year 71,894,299, an equivalent of carrying 4,862,899,238 tons one mile. The average distance of the haul of one ton was 68 miles.

The total freight revenue was $29,213,126; the average amount received for each ton of freight 40.6 cents; the average receipts per ton per mile .601 of a cent, and the freight earnings per mile of road, $20,050.

Assembling the figures showing the receipts from passengers, freight and other sources, we find the total earnings from operation of the Pennsylvania Company for the year ending June 30, 1905, to be $37,206,242, divided as follows: Passenger earnings, $7,515,-978; freight earnings, $29,223,189; other earnings from operation, $467,075. To these amounts should be added income from other sources, including interest on bonds, dividends on stock, rentals, etc. amounting to $8,803,377, showing the total earnings and income of this corporation to be $46,009,619.

The operating expenses of the company for the year covered by this report were $26,232,380. Of this amount, $5,012,391 were expended for maintenance of way and structures; $5,977,429 for maintenance of equipment; $14,480,334 for conducting transportation, and $762,226 for general expenses, making the percentage of operating expenses to earnings 70.50.

In addition to the expenses for operation, this company paid out for other expenses not properly chargeable to operation. $15,885,369, making the total of operating and other expenses $42,117,749.

This company paid dividends during the year amounting to $2,000,000, after which there remained a surplus of $1,891,870.

Of the passengers carried by this company 10 were killed and 242 injured; of employes 94 were killed and 983 injured; of other persons, 154 were killed and 162 injured, making the total number of casualties for the year 258 killed and 1.387 injured. Last year there were 210 killed and 1,467 injured.

## Philadelphia and Reading.

The total capitalization of the Philadelphia and Reading Railway Company is $100,000,729, of which the capital stock outstanding amounts to $20,000,000; the funded indebtedness, $67,683,952; the current liabilities, $12,316,777. There has been no change in the total amount of stock outstanding and the total amount of funded debt outstanding for several years.

The assets of this company amount to $110,388,260, divided as follows: Cost of road, $82,252,694; stocks and bonds owned, $1,295,000; cash and current assets, $11,971,559; other assets, $14,869,007.

The total mileage operated by this company was 1,017.72, of which 959.87 miles are within the limits of Pennsylvania.

The equipment of this company is as follows: Number of locomotives, 900; cars in passenger service, 843; cars in freight service, 38,280; cars in company's service, 860; total number of cars in service, 39,983.

The number of employes is reported as 22,687, and the amount of compensation paid them $13,388,239.

The total train mileage for the year was 16,405,410, classified as follows: 6,130,330 miles run by passenger trains; 10,002,684 miles run by mixed trains, and 272,396 miles run by freight trains.

The number of passengers carried during the year was 28,503,771, an equivalent of having carried 361,675,888 passengers one mile, or an average distance carried of 13 miles.

The total passenger revenue was $5,717,399; the average amount received from each passenger, 20.1 cents; the average receipts per passenger per mile, 1.581 cents, and the passenger earnings per mile of road, $6,253.

The total number of tons of freight carried during the year was 39,909,073, divided as follows: Products of agriculture, 1,676,670 tons; products of animals, 463,188 tons; products of mines, 26,344,535

tons; products of forests, 1,468,392 tons; products of manufactories, 5,833,185 tons; merchandise, 2,534,302 tons and miscellaneous commodities, 1, 588,801 tons.

The total freight revenue for the year was $30,199,887; the average amount received for each ton was 75.7 cents; the average receipts per ton per mile, .807 of a cent, and the freight earnings per mile of road, $29,674.

The total earnings and income of the Philadelphia and Reading Railway for the year ending June 30, 1904, were $34,978,331. This year the total earnings and income were $37,536,154, divided as follows: Passenger earnings, $6,363,312; freight earnings, $30,199,887; other earnings from operation, $282,408, making the total earnings from operation, $36,845,607. The income from other sources, including interest on bonds, dividends on stock, rentals, etc., amounted to $690,547.

The aggregate expenses for the year ending June 30, 1905 were $19,480,350; of this amount $2,738,215 were expended in maintenance of way and structures; $5,365,779 in maintenance of equipment; $10,672,769 for conducting transportation; $703,587 for general expenses. The operating expenses for the year were 52.87 per cent. of receipts from operation, this being the smallest percentage of expenses to receipts of any of the larger corporations reporting to this office.

For the year ending June 30, 1904, the percentage of operating expenses to earnings was 57.82.

In addition to the expenses from operation, other expenses were incurred during the year amounting to $10,696,642, making the total of operating and other expenses $30,176,992.

Last year, for the first time in many years, the stockholders of the Philadelphia and Reading Railway Company received some return on their money invested in the way of dividends, $800,000 being paid during the year ending June 30, 1904. This year the stockholders of this corporation have received $4,000,000 in dividends, after the payment of which a surplus of $3,359,162 remained.

During the year covered by this report there were 6 passengers killed and 153 injured on the lines operated by this company; 72 employes were killed and 1,361 injured; 125 other persons were killed and 195 injured, making a total of 203 fatal and 1,079 non fatal accidents. During the year ending June 30, 1904, there were 224 persons killed and 945 injured.

### Pittsburg, Cincinnati, Chicago and St. Louis.

This railroad also belongs to the Pennsylvania system, although its operating report is made independent of either the Pennsylvania Railroad Company or the Pennsylvania Company.

It has a capitalization of $123,717,032, divided as follows: Capital stock outstanding, $52,790,691; funded debt outstanding, $64,610,025; other forms of indebtedness including current liabilities, $6,316,316.

In the way of assets the company reports, costs of road, $93,251,-115; cost of equipment, $10,687,873; stocks and bonds owned, $2,518,-118; cash and current assets, $5,305,139; other assets, $16,351,743, or a total of assets amounting to $128,113,988.

The mileage of this company is 1,423.50, only 89.26 miles being within the limits of Pennsylvania.

In the way of equipment this company reports 607 locomotives, 490 passenger cars, 21,218 freight cars, and 421 cars in the company's service, making the total number of cars in the service 22,129.

A peculiar feature of the reports of this road for the last three years, is noticed in the number of persons employed and the compensation paid to employes. For the year ending June 30, 1903, there were 20,475 persons employed, to whom the company paid a total yearly compensation of $12,372,536, this being an average daily compensation of $2.07. For the year ending June 30, 1904, there were only 16,510 persons employed, a decrease of 3,965, yet the total yearly compensation paid them was $12,721,799, an increase of $349,263. The average daily compensation for the year ending June 30, 1904, was $2.17, being an increase over the previous year of 10 cents.

For the year ending June 30, 1905, 21,630 persons were employed, to whom was paid a compensation of $12,856.013, making the average daily compensation $2.20, and showing that the wages paid by this company to its employes are steadily increasing.

The total train mileage for the year covered by this report was 16,360,272, of which 6,997,081 miles were run by passenger trains and 9,363,191 by freight trains.

This year the total number of passengers carried was 10,452,735, an equivalent of carrying 337,966,573 passengers one mile, an average haul per passenger of 32 miles.

The total passenger revenue was $6,504,800; the average amount received from each passenger 62.2 cents; the average receipts per passenger per mile 1.925 cents, and the passenger earnings per mile of road $6,184.

The total tonnage for the year was 33,432,207, an equivalent of having carried 3,069,339,581 tons one mile, or an average haul of 92 miles for each ton. The freight carried is classified as follows: Products of agriculture, 1,959,683 tons; products of animals 875,878

tons; products of mines, 18,734,808 tons; products of forests, 1,508,676 tons; products of manufactories, 8,329,587 tons; merchandise, 376,914 tons and miscellaneous shipments, 1,646,661 tons.

The total freight revenue was $20,037,992; the average amount received for each ton of freight, 59.936 cents; the average receipts per ton per mile, .653 of a cent, and the freight earnings per mile of road, $14,366.

The total earnings from operation this year were $29,537,218. Of this amount $8,803,443 are classified as passenger earnings; $20,-449,523 as freight earnings; $284,252 as other earnings from operation. There was also received as income from other sources $310,643, making the total earnings and income $29,847,861. Last year the total earnings and income were $28,705,641.

From the receipts from operation during the year expenses were paid as follows: Maintenance of way and structures, $3,598,126; maintenance of equipment, $5,495,530; conducting transportation, $11,394,306; general expenses, $630,869, making the total operating expenses $21,118,831. From these figures we find that the operating expenses were 71.50 per cent. of the total receipts from operation. Last year the percentage of operating expenses to earnings was 74.46.

In addition to these expenses for operation, the company also paid out $6,684,349, making a grand total of expenditures exclusive of dividends of $27,803,180.

This company paid in dividends $1,841,512, and had a surplus remaining of $203,169.

During the year 3 passengers were killed and 75 injured; 70 employes were killed and 1,072 injured; 116 other persons were killed and 145 injured, making a total of 189 killed and 1,292 injured. Last year there were 193 fatal and 1,404 non fatal accidents.

# NATIONAL REGULATION OF INTERSTATE RATES OF TRANSPORTATION.

Since the organization of the National Association of Railway Commissioners, consisting of the members of the Interstate Commerce Commission, Railroad Commissioners and other State officials charged with the supervision of common carrier corporations, the question of the right and duty of Congress to either fix rates of transportation or determine the reasonableness of those which have been fixed by railroads, has year after year received most careful consideration. There have been papers read by the most eminent railroad managers and by students of political economy on all the features of the rate making problem.

This organization commenced its examination of the rate problem in 1889, and through the intervening years the members of the Association have had good opportunities to carefully consider and digest all the numerous questions that arise in problems of transportation and especially those which relate to the fixing of reasonable rates.

The deliverances of this Association at each annual convention have been uniform, or reasonably uniform, in character. Conservatism has usually characterized the resolutions which have been passed upon this subject, for extremists have seldom been able to control the deliberations of this organization.

The convention at Deadwood, held in August of this year, probably went further in the direction of radical legislation than the most conservative thought of the country on this subject would warrant, for the best thought among political economists of this day is that Congress should never attempt to fix rates of transportation for the common carriers, but the scope of authority which should be given by Congress to the Interstate Commerce Commission, or some other tribunal, should be limited to the power of passing upon and determining the reasonableness and the uniformity of rates which common carriers have established. The Convention at Deadwood, however, passed to a limited extent beyond this line of demarcation

The report of this office for the year ending June 30, 1904, is conservative in its references to the powers which should be given by Congress to any tribunal charged with the adjustment of the rate problem. The report was made and printed prior to the time of

the passage of the bill by the lower branch of Congress on that subject, which bill either died or was smothered in the Senate. The National Administration has since then enunciated its ideas upon the rate question, and it is a satisfaction to know that not only the views of the President but those of railroad managers and organizations greatly interested in the transportation of commodities, are in entire harmony with the views suggested in the report of last year.

To quote from the report for the year ending June 30, 1904, after a full discussion of the merits of the common carrier's and the shipper's side of the question, under an article entitled "Federal and State Supervision of Transportation Corporations," it was said:

"It would seem that conservative thought leads to these conclusions: First, that the consolidation and merger of common carrier corporations be not only permitted but encouraged; second, that railway managers be not only permitted but encouraged to confer with each other with reference to the establishment of uniform and reasonable rates of transportation, and third, that the Interstate Commerce Commission be clothed with power to hear and determine complaints against rates which may be challenged under such rules of procedure as may be adopted to insure justice. And when the Interstate Commerce Commission shall have passed upon the equity of a rate challenged, that its findings shall be conclusive unless there is an appeal from its determination to the Federal courts, which courts shall have final jurisdiction over the matters at issue."

* * * *

"It is probable that the national legislation which may be effected with reference to determining the reasonableness of rates, should provide that when a rate has been challenged and has been passed upon by the Interstate Commerce Commission, the findings of the Commission should be acquiesced in by the transportation company until the courts in final adjudication of the question at issue shall have reversed the action of the Interstate Commerce Commission."

Extremists advocate giving to such national tribunal the power to fix rates for the transportation of all commodities of an interstate character. There are two cogent reasons why this cannot now, and probably can never be done. It is not likely at this time nor for many years to come that a body of men representing the nation, can cope with a problem of such immensity as the establishment of rates for all the railroads of this country, and under the laws by which railroads were given an existence, the right and power were

given to the railroad corporations to fix rates of transportation within certain limitations. These two objections certainly at this time stand as an insurmountable barrier to the proposition that Congress should fix the rates for the transportation of persons and commodities. A discussion in extensio of these two objections is a waste of time, for a careful consideration of even the statement of the objections will carry conviction as to their formidable character.

The idea of giving a tribunal the power to fix rates of transportation is so repulsive, so impossible of execution as to make the proposition ridiculous, and while the railroad managers generally have been fair in their discussions and in their declarations against interference with the affairs of railroads, yet there has been and is to-day a lack of fairness on the part of many of them in the assumption that it is the desire of the administration or the desire of the most thoughtful people of the land to give such a power as fixing rates of transportation to a national tribunal.

All who are giving this matter thought will see that no such proposition is seriously considered. On the contrary, all that is demanded is the giving to the Interstate Commerce Commission or to some other body similarly constituted, the power to hear and determine the reasonableness, the fairness and the uniformity of rates which have been established by railroads and which are complained of by some citizen, passenger, or shipper.

That the power exists in Congress to establish such a tribunal and clothe it with sufficient power to pass upon the reasonableness and fairness of rates is to-day not questioned by anyone who is familiar with the national Constitution and the decisions that have been made by Federal courts on the power to regulate interstate commerce under the National Constitution. The courts have gone so far, their deliverances have been so specific that there is no room for doubt as to their meaning and there is no chance for these judicial bodies to retreat from the position they have taken with reference to this power in Congress to exercise supervision over interstate railroads to the extent indicated.

Since wholesome legislation has been suggested in Congress, the public mind has been mystified, as indicated herein, by an erroneous assumption on the part of writers upon the railroad side of the question. It is too weighty a question to trifle with and whatever legislation is commended and whatever shall pass the portals of the two houses of Congress and receive Executive approval must be based upon facts that are well known to the thinking people of these United States.

The consolidation, the merger, the establishing of communities of

interest have so solidified railroad interests that limitless power exists in railroad managers that can make or ruin the commercial affairs of the nation. Transportation is no small factor in placing the products of our country in the markets of the world, and if the question of charges is left to the railroad managers alone, the situation is a critical one from a business standpoint.

It is no reflection, at least it is not intended so, that railway managers might lay such tolls upon the commerce of the country as to cripple it. As against this proposition it may be very cogently said that the railroads are more interested than any other great enterprise in the commercial welfare of the country. Admitting the truth of this, yet would it be good policy for a government to permit any great interest to have in its absolute control the power to make or restrict commerce? If there is any one subject in all the land, from a commercial standpoint, around which safeguards should be placed, it is this one question of passing such legislation that it shall be beyond the power of any interest or combined interests to cripple the commercial welfare of this nation.

Incidents of the past to show the necessity of protective legislation are easily found and their recital may give offence to some railway managers at this time, but "enterprises of great pith and moment" have been ruined, individuals have been made bankrupt, by unreasonable, unfair and discriminatory charges which have been made for transportation. These are crimes against the commercial world which the American people will never tolerate. Fairness in political and commercial matters is one thing which the American people desire and demand.

It is not an extreme measure to provide that some tribunal shall have power to pass upon the uniformity or the reasonableness of rates for the transportation of the productions of this country. It has every element of justice and gives in itself reasonable assurance that there will be a square deal in all that pertains to the public functions of common carrier corporations.

It is impossible to determine how much litigation there may be in case a tribunal is given the power to pass upon the reasonableness of rates which may be adopted by common carrier corporations. It is entirely probable that there will be a much smaller percentage of litigation before this tribunal and before the courts than is now apprehended. There are reasons of a most plausible character for this statement. The officials of the railroads who are charged with the duty of fixing rates of transportation, of all other men in the land are best informed as to what constitutes uniformity and reasonableness of rates, and they can have no difficulty in determining

what discriminations are in the establishment of rates, and knowing full well that they are liable to be revoked by the Interstate Commerce Commission, or some other tribunal, or by the courts, they will so adjust them as to stand the test of any investigations or adjudications which may be made in reference thereto.

In Pennsylvania, the courts of the Commonwealth have the power to determine whether the rates established by gas companies and water companies, incorporated either under special laws of the General Assembly, or under the general corporation acts of 1874 and previous general acts authorizing their incorporation, are unreasonable and any citizen of the Commonwealth who may feel himself aggrieved by any rate charged by these corporations can apply to the courts with reference to the unreasonableness thereof. There is therefore no room for extortion, there are no opportunities to make unreasonable demands upon the people for services rendered by these corporations.

The managers of these companies understand full well in their adjustment of rates that they must be uniform and reasonable or else they are liable to be brought into expensive litigation and have their established rates overturned by judicial action. What are the results of the existence of such laws in Pennsylvania? It is true, there have been a few cases where complaints have been made and the courts have acted promptly and passed upon the question of unreasonableness, but to-day litigation on that subject seems to be practically at an end. Scarcely a case of the kind can be found in any of the courts of the Commonwealth. Why? Because those having power to fix rates, fully realize that they must be fair in their adjustment, and so in all probability it will be with interstate rates for the transportation of persons and commodities.

Those who are to fix the rates are possessed of knowledge that no other individuals have with reference to railroad rates of transportation, and therefore are most competent to fix rates which will stand the test of reasonableness by the national tribunal or by the federal courts. It may therefore be safely assumed that it will not be many years after the passage of the national statute on the lines indicated here before there will be established on all the interstate railroads not only uniform rates, but rates which will stand a thorough test of the essential quality of reasonableness.

In addition to the legislation which has been suggested, there must be a modification of the Sherman Act, which prohibits railroad managers from conferring with each other with reference to rates of transportation. If reasonable and uniform rates are to be required, and it is assumed they must be, then it is imperatively

essential that railroad managers shall be at perfect liberty to confer with each other and adopt uniform rules to enable them to arrive at a basis of adjustment from which uniform and reasonable rates can be established. Nothing is clearer than that this must be done in connection with the legislation which is proposed to be passed to empower the Interstate Commerce Commission, or some other national tribunal, to hear, determine and adjust rates for the transportation of persons and commodities, which may be adopted and put in force by the several railway managements of this country.

In the reports of this office for many years general commendation has been given the railroads for the wonderful service they have rendered the country in the development of its commercial and industrial interests, and certainly the present Secretary of Internal Affairs would be the last to recommend any legislation which would either prevent a fair return upon the investments which have been made in railway securities, or in any way cripple the public service of these corporations, but that there should be given to the State and nation power to prevent a railroad from committing an offence against the commerce of the State or nation, or against individuals, there can be no doubt, and this can be done in the wholesome yet conservative legislation which has been suggested in the reports of this office for years and which it seems will soon be canonized by the national Congress.

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## THE MILEAGE BOOK.

In my report of two or three years ago I gave my views with reference to the new railway mileage book, which was placed for sale at an advance of $10. per book over the price previously charged for a thousand mile book.

Having been closely connected officially with the railways of Pennsylvania for a number of years, I have seen much to approve and but little to condemn in the construction, management and operation of railways within the State of Pennsylvania. Certainly no better railways can be found anywhere in the world, neither can the passenger or shipper anywhere be more satisfactorily conserved in the way of comforts and conveniences than on the railroads of Pennsylvania.

In the published reports of this office there has been no hesitancy in saying this, and in the report of the fiscal year just closed the railroad companies were highly commended for their action in rela-

tion to the elimination of the pass queston from the problem of transportation. There has also been no hesitancy in saying that there were features about the new mileage book which were annoying and which appeared also to be in violation of at least the spirit of the Constitution.

The protests of the traveling public and the views entertained here have been disregarded, a fact which is greatly to be regretted.

Many years ago a thousand mile mileage book was placed upon the market for $20, and was very generally approved and used by the traveling public. This was the voluntary act of the common carriers and may be presumed to indicate, from the common carrier's point of view, a reasonable charge for such a mileage book.

It is alleged that some of the purchasers of these books violated the contract contained in the book, and on account of this a deposit, as required by the new book, was demanded, equal to 50 per cent. of the previous $20 charged. This deposit to be retained by the railroad company or traffic association until the book was fully used and then the deposit to be returned to the purchaser under certain conditions.

Where does the common carrier get the right to make such a demand? The demanding of $10 additional as a deposit from each purchaser of a book, and the retention of the same for months, and in many cases for a year, must be either legal or illegal.

If the charter of a corporation or the laws authorizing the same confer the right to make such demands, to draw from the channels of trade such prodigious sums of money, then the act is a legal one and however annoying or unjust it may seem, it must stand at the will of railway managers. If, on the contrary, the accumulation of hundreds of thousands of dollars, and undoubtedly millions, as a deposit from the purchasers of mileage books, is not authorized by law, then the act is an illegal one.

If we turn to Section 6, Article 16, of the Constitution, we will find the following:

"No corporation shall engage in any business other than that expressly authorized in its charter."

Again in Section 5, Article 17 of the Constitution, we find the following:

"No incorporated company doing the business of a common carrier shall directly or indirectly engage in any other business than that of a common carrier."

It will be seen therefore that the restrictions upon these corporations are explicit and easily comprehended. Is the holding up of millions of dollars from the channels of trade, as is done in the

demand for a deposit on mileage books, not an engagement in a business other than that of a common carrier? Is this not a transcending of the corporate functions of a common carrier? And is it not infringing upon the rights of individual citizens? It is dangerously near the banking business, and proper regard for the depositors would suggest the payment of interest on deposits.

Where does the right come from to make such a demand? Certainly not from any law, directly or indirectly, and if such law existed it would be in violation of the Constitution above quoted. Why should there be such a drainage on the financial affairs of commerce? What is there to justify it? Not the wrongdoings of a few individuals who violated their contract can justify the imposition of such an annoyance upon the majority of the traveling public and justify illegal acts. But, it is claimed that the railroad companies that are making such drafts from financial channels receive no benefits from the moneys so deposited. It might as well be claimed that it was simply recreation to deposit a million dollars in the wrecked Enterprise Bank of Allegheny.

Argument upon this question is useless. If there is no money to the railroad companies in these large sums demanded from the public, then from the railroad standpoint, the scheme ought to be abandoned.

The average rate per passenger per mile in the United States is less than two cents, hence the sale of a mileage book at $20 per thousand miles can scarcely be construed as impairing the passenger revenues of railroad corporations. Again, the average rate received per passenger per mile by the Pennsylvania, for the fiscal year just closed, is exactly two cents.

The fact is, that the mileage book put on the market some two or three years ago was not the result of the best thought in connection with the transportation of passengers, but those who conceived the idea are not willing to acknowledge the wrong inflicted upon the public, as they would do by abandoning the scheme. It should, however, be abandoned just the same.

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## NATIONAL ASSOCIATION OF RAILWAY COMMISSIONERS.

At the convention held in November, 1904, in the city of Birmingham, Alabama, it was decided that the session of the Association for 1905 should be held in Deadwood, South Dakota, beginning on the 16th of August. Accordingly on that date a large assemblage of members of the Association convened in that city, largely under

the auspices of the Railroad Commissioners of South Dakota. The Governor of that State was present, extending greetings to the members of the Association, as did also the Mayor of the city of Deadwood.

The National Association of Railway Commissioners being composed of officials from most of the States of the Union, their assemblage in Deadwood was made the occasion of extending hospitalities of an unusual character. It is difficult to pass to the real business of the Association without thus briefly referring to the very generous treatment which was had by the Association at the hands of the people of South Dakota, and especially at the hands of the citizens of Deadwood.

After the preliminaries incident to the opening of the convention, Mr. Isaac B. Brown, of Pennsylvania, Chairman of the Executive Committee, made a report with reference to the program of the Convention and the itinerary to be taken by the Association after the business of the convention should be completed.

A committee of which Mr. W. O. Seymour, of Connecticut was the chairman then made its report on the construction and operating expense of electric railways. Mr. W. O. Seymour, the chairman, being absent the report was read by the next member of the committee, Mr. W. W. Morgaridge, of Pennsylvania.

Following this, Hon. B. F. Chadbourne, of the State of Maine, read the report of the Committee on Grade Crossings.

Hon. C. F. Staples, of Minnesota, presented the report on Railroad Taxes and Plans for Ascertaining Fair Valuation of Railway Property.

Hon. R. Hudson Burr, of Florida, presented the report on the Amendment of an Act to Regulate Commerce.

Hon. Fuller C. Smith, of the State of Vermont, presented the report of the Committee on Powers, Duties and Work of the State Railroad Commissions.

Hon. William Kilpatrick, of the State of Illinois, in the absence of Hon. H. C. Adams, of the Interstate Commerce Commission, presented the report of the Committee on Railroad Statistics.

Hon. J. C. Clements, of the Interstate Commerce Commission, presented the report of the Committee on Legislation.

Hon. William E. Young, of Minnesota, presented the report of the Committee on Delays Attendant Upon Enforcing Orders of Railroad Commissions.

In addition to these reports of Standing Committees and Special Committees, a paper was presented, prepared by Mr. C. Loomis Allen, President of the New York Street Railway Association, his subject being Problems in Electric Railway Operation.

Before completing the business of the convention a recess was taken upon an agreement that the convention would re-assemble on Saturday, August 19, for the purpose of hearing read the paper by Judge Cowan, of Fort Worth, Texas.

At the re-assembling of the convention in the City Hall, at Hot Springs, it was ascertained that Judge Cowan had sent his paper to the chairman of the Executive Committee, he himself being unable to attend. On motion of the convention, Mr. Brown, of Pennsylvania, chairman of the Executive Committee, read this paper, which was on motion received, placed on file and ordered to be published with the proceedings of the convention without further action.

Before the convention adjourned, Hon. W. G. Smith, of South Dakota, was elected President; Hon. Joseph P. Rice, of Missouri, Vice President; Hon. J. H. Wharton, of South Carolina, Second Vice President; Hon. Edward A. Mosely, of the District of Columbia, Secretary, and Hon. Martin S. Decker, of the District of Columbia, Assistant Secretary. Mr. Isaac B. Brown, of Pennsylvania, was appointed chairman of the Executive Committee and a member of the Committee on Amendment of Act to Regulate Commerce. Mr. W. W. Morgaridge, of Pennsylvania, was advanced to the position of chairman of the Committee on Construction and Operating Expenses of Electric Railways.

The organization of the National Association of Railway Commissioners was effected in 1889, since which time annual conventions have been held. The necessities for the existence of this organization are best known to those who have made a study of the incongruities which exist and the lack of uniformity so prevalent in regard to public supervision of transportation companies in the several States of the Union. Strenuous efforts have been made by the Association to assimilate State laws in all that pertains to the organization, maintenance and operation of railroads. While the results have not fully met the expectations of the members of the Association in the way of assimilation of laws, yet it is a fact that much has been accomplished of interest to the shipper and the common carrier.

The necessity for the assimilation of laws in the several States grows more apparent each year, and this is seen in the fact that railway systems are being consolidated with great rapidity, and a road which was formerly limited to a State is now embraced within a system that may extend half way across the continent. It is important therefore if for no other reason than the adjustment of rates, that there should be uniform laws in all of the States through which such a line passes, that those exercising supervision over taxes, construction and operation may be able to make rules and regulations with regard to supervision which will be equitable.

There are many other measures of railroad interest on account of the rapid merger and consolidation of great lines, which seem to indicate the necessity for more uniformity of laws in the several State on matters of so great importance to the commercial world as are those things which relate to transportation of persons and commodities and the rules and regulations which control them. There is little uniformity on taxation and but little more on capitalization; in some States there are restrictions and in others none; over capitalization may be made in one State and in another State capitalization is limited to the actual amount of money or actual value of the property which may go into the construction and equipment of a road; some States only have maximum rates, in some the railroad managers are left entirely free to charge whatever rate they may see fit to impose, and in other States the railway commissioners have power not only to fix rates, but to regulate the movement of trains, prescribe the kind of depots which shall be built for the accommodation of passengers, fix classifications of freight, and absolutely control the kinds of safety appliances that are used. Indeed, restrictive features are so great in some States as to cripple railroads for performing their functions. On account of the consolidation of railroad interests, it would seem almost a necessity that the laws in the several States by which supervision is exercised should be made more uniform.

The continued existence of the National Association of Railway Commissioners is desirable, for through its efforts something certainly can be done to further assimilate State laws on the question of railroad construction, operation and maintenance, and place them in greater harmony with the national statutes which control interstate shipments and interstate railroads.

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## THE RAILROAD MAP OF PENNSYLVANIA.

For some fifteen years a railroad map of Pennsylvania has been published upon which have been indicated the lines of the different railways operating within the limits of the State. Great care has been taken to make this map a credit not only to this office, but to the railways and the commercial interests of the State. That it has been appreciated and found of great value is clearly indicated in the demand made for it not only by railroads, but shippers throughout the entire length and breadth of the State.

The arrangement of the data on the map whereby the different systems of railways were shown in different colors was of great advantage to shippers, and in every way the map has been highly commended.

A few months ago an order was made for an edition of 5,000. After considerable delay we were advised by the Superintendent of Public Printing that His Excellency the Governor did not approve of the publication. A communication was addressed to the Superintendent asking for the reasons which were given by the Executive for refusing to approve the order and a reply was received, that under the new printing law the only way the map could be printed was in connection with the annual report of the Bureau of Railways, and then it must be limited to 3,200.

Realizing how great the demand would be for these maps, especially during the extra session of the Legislature, a modified order was made for 3,200, in accordance with the suggestion which came from those in authority. After some delay, this office has been advised that the Governor now refuses to concur in the order for 3,200 of the maps.

The Secretary of Internal Affairs is therefore unable to secure the printing of this publication which seems to have been found of great value to all the people in the Commonwealth. It is to be regretted that the great number of persons who apply for these maps must be refused.

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## STREET RAILWAYS.

In the rapid development of the material and industrial interests of Pennsylvania, great as it has been in the last decade, it will be difficult to find any particular industry or interest that has advanced so rapidly as have the affairs of those corporations engaged in the local transportation of passengers in cities and towns and in interurban localities.

Looking back at the old reports of street railways made from ten to fifteen years ago, from a comparative standpoint, it is seen that the capitalization, the assets, the public functions performed by these corporations were of a diminutive character.

In the preparation of the data for the annual report for the year ending June 30, 1905, relating to the affairs of street railway companies, there is disclosed information which shows that in the street railways of Pennsylvania there is invested capitalization amounting to many millions, while the other side of the ledger shows

assets of a most formidable character, and when the fact is considered that these corporations are carrying millions of passengers each year, some little realization of the immensity of these interests is derived.

Tabulations have been made, as appears by the consolidated tables, having relation to the several classifications of capitalization, liabilities, mileage, employes, compensation of employes, passengers carried, total receipts and expenditures and accidents.

Consolidated Table B covers the items of capitalization of each of the operating companies reporting to this department for the year ending June 30, 1905. The total capital stock of operating street railways in Pennsylvania is $87,046,847; the total amount of bonded indebtedness is $58,230,667; the total liabilities, $24,919,086; the total capitalization, including current liabilities, $170,196,600.

To this amount of capitalization including current liabilities should be added the capitalization of subsidiary street railways amounting to $140,326,413 in the way of stock outstanding; funded and unfunded indebtedness, $76,589,690, or a total capitalization of $387,112,703.

Looking back to the report for the year 1887, that being the year when the present Secretary of Internal Affairs was first concerned in the compiling and publishing of annual reports on steam and street railways, it will be seen that the total amount of capitalization as then reported was $17,911,680.

These figures alone give unquestionable evidence of the rapidity of growth that characterized the investments in enterprises relating to the transportation of passengers in the cities, towns and inter urban districts of the Commonwealth. Indeed, it would seem that financiers have almost grown wild in the way of investing money in these methods of local transportation, yet great as has been the advance in expenditures in the lines indicated, there are very few if any of the street railway lines constructed that have been abandoned.

Many of them have been failures from a financial standpoint, but this has not always been due entirely to a failure to receive a requisite amount of remuneration, but too often it has been due to excessive capitalization, the issuance of great indebtedness in the way of bonds, making fixed charges so great that the income from operations of some of these lines has not been sufficient to meet the fixed charges thus created. However, in the re-organizations which have come and the introduction of new methods and economies in the way of transportation, there has been marked improvement from a financial standpoint on most of the lines of these street railways, as is

disclosed by the details found in the reports of the several companies, which details have been tabulated and are found in the consolidated tables.

Turning from the figures which denote the total capitalization, and making a study of assets of operating street railways, it is found that the total amount of cost of road and equipment for all these operating roads was $119,283,196. In addition to this substantial asset of operating street railway companies, stocks and bonds of other companies are owned amounting to $27,260,850, to which may be added cash and current assets, $13,550,222, and other assets, $10,-222,358,making the total amount of assets, $170,316,626.

To this may be added the cost of road and equipment and other assets of the lessee companies, as given in Table G of the consolidated report, amounting to $224,553,276, making the total assets of operating and subsidiary companies $394,869,902.

This office has no means of ascertaining to what extent fictitious features exist in the capitalization or in the assets of these corporations. In compiling the figures for the several companies, diligent effort has been made to avoid duplications in both liabilities and assets.

It is to be regretted that in Pennsylvania so little heed has been given by the law making power of the State to prevent the issuance of fictitious capitalization. Experienced engineers will not find it difficult to determine what the actual cost of costruction and equipment may be of street railway lines built under ordinary circumstances, but there are other matters to be considered, such as the cost of franchises in municipalities and all that pertains to securing rights of way and privileges, and in these matters, in many instances it is beyond the power of an engineer to ascertain the actual amount of the expenditures which have gone into the estimated cost of construction and equipment.

It seems like "line upon line and precept upon precept" to refer to the lack of proper legislation in Pennsylvania on the question of capitalization, especially of this class of corporatons whose functions are so completely of a public character. The best thought on this subject would seem to indicate that most rigid laws should have been enacted to prevent fictitious capitalization. Supervision ought to have been given to some public official enabling him to prevent the issuance of stocks and bonds without the payment of their par value. Financial affairs would have been rendered much more simple if such laws had been passed, and many of the citizens of the Commonwealth would have been relieved from the frauds

which have been committed as a result of fictitious capitalization, which has so generally characterized the financial affairs of street railway corporations.

Great as Pennsylvania may be in all that makes a State great from an industrial standpoint, there has not been that care taken in regard to restrictive features in the way of capitalization that there should have been. If a bond is on the market, offered by a street railway corporation of Pennsylvania, it ought to carry the information to any person who may desire to purchase the same, that the amount of money named therein or its equivalent was actually paid to the corporation before the bond was granted.

It frequently occurs that in the discharge of the duties of this office in regard to transportation companies inquiries are made as to how much money was paid on certain bonds when they were granted. This office of course has no means of ascertaining the facts except as they are disclosed by the annual reports of these companies, and while on the face of them it would seem that all transactions have been regular, yet evidence is not wanting to show that many of the street railway securities of Pennsylvania have been issued without proper financial consideration.

In most of the New England States a transportation company cannot issue its bonds without the certificate of the railway commissioners or other public officials to the fact that the actual amount of money named in the bond has been paid to the treasurer of the company. Where this is done financial affairs are more stable and less fraud is practiced upon the purchasers of financial securities.

Looking at the mountains of capitalization in street railways as disclosed by these figures, it would seem that it is almost too late to attempt to do the right thing now. These corporations have gone through the financing process incident to the period without the proper restrictions, and to pass a law now which would restrict corporations hereafter incorporated, would seem to be an unjust discrimination. This feature of the case would seem to indicate that great care should be exercised in whatever legislation may hereafter be adopted on the question of restrictions of the capitalization of these corporations. This observation must not be so construed that it is ever too late to do right, but the condition in regard to companies already incorporated and excessively capitalized and the restrictions which would be placed upon new companies under the proposed improved legislation, call for conservative action on the part of the law making power of the Commonwealth.

Undoubtedly, over capitalization exists in many of the enterprises that make up to so large a degree the commercial affairs of State

and nation. It undoubtedly exists in steam railways, but outside of the wild mining speculations of the west, it is difficult to find anywhere, schemes of over capitalization that have been worked so thoroughly and perhaps successfully as in the street railway corporations of Pennsylvania.

If comparisons be made of the cost of road and equipment as indicated by the capitalization of street railways, it will be found that the capitalization of these corporations so far exceeds the capitalzation per mile of road of steam railways as to indicate very clearly the truth of the statement that over capitalization exists to a greater degree in the affairs of street railway companies than in most other enterprises within the State.

In Table C will be found a statement of gross earnings from operation, the income from other sources and the total income of all the operating street railways in Pennsylvania. The gross earnings from operation alone during the year were $37,305,407; the income from other sources, $583,402, or a total of $37,888,809.

In Table G which relates to subsidiary companies, it is found that these companies have received as rental and from other sources an income amounting to $11,066,890. This should not be added to the income of the operating companies for the reason that it would produce a duplication to a very large degree, at least in the amount which operating companies have paid subsidiary companies in the way of rental.

Turning from the receipts of operating companies for the year covered by this report, to the year 1887, we find that the companies then doing business in Pennsylvania had a total of receipts and income amounting to $10,025,905.

While the disparity indicated between the income for the year covered by this report and for the year 1887 is very great, yet in fact the report for the year 1887 is a duplication to the extent of the rentals paid by operating companies to subsidiary companies.

Consolidated Table D embraces a tabulation giving in detail the amount of money expended for operating expenses, for taxes, for interest, for rentals and other expenses, together with the amount paid in dividends by operating companies.

Under the classification of operating expenses, there was paid $20,752,497; taxes, $1,670,648; interest, $3,100,583; rentals, $11,204,409; other expenses, $331,993; dividends, $705,798, or a total of $37,765,928.

In Table G, relating to subsidiary companies, the dividends paid were $8,848,497, which added to the dividends paid by operating companies would make the total amount paid in dividends $9,554,295.

In considering the amount of dividends paid by subsidiary companies, it must be understood that the source from which the money is derived to pay these dividends is very largely at least, from the item of rentals, $11,204,409, paid by operating companies.

Again, for comparison it is interesting to look at the expenses paid by street railway companies for the year 1887, where it is found that the total expenditures of both operating and subsidiary companies were $5,646,606.

Consolidated Table E covers the mileage of operating street railway companies, as follows: Length of road, main track, and total length of all tracks operated. Under the first classification, the mlieage reported for the year was 3,062.66; under the second classification, 3,169.66. The total mileage reported for the year 1887 was 519.87.

There is in Table E also a statement of the total number of cars owned by each operating company, amounting to 8,099; in 1887 there were 2,217. Also in this same consolidated table is given the number of employes of each operating company, amounting to 23,486, and their total compensation, $14,126,876.

Some practical idea of the magnitude of the public service performed by street railway corporations in Pennsylvania is given by the figures denoting the total number of passengers carried and the number carried by each company as seen in the last classification of consolidated Table E, the number of passengers carried for the year being 854,007,798, while for the year 1887 the number carried was 184,835,994.

All these comparative data support the statement that the street railway interests of Pennsylvania and probably of the other States, have advanced with greater rapidity than most of the other enterprises found within the limits of the State.

There are few, if any, street railway lines that use horses or mules as a motive power. Long years ago these faithful animals were supplanted by the introduction of the cable and of the electric power. They served their time and period and the public so well that while their service exists only as a reminiscence, they were in no small degree a means of conserving public interests. But how diminutive now seem their services compared with the prodigious strength displayed in the new appliances that are brought into action by the introduction of electricity.

All the old equipment, the appliances, the road beds, in every particular have disappeared from the face of the earth, all through the invention and introduction of new methods, new means and new powers of transportation. Where in all that pertains to industrial

and material development has there been such a rapid disappearance of old methods and introduction of new as is seen in the condition of street railways of ten or fifteen years ago as compared with these conditions of to-day.

In considering the details which relate to both operating and subsidiary companies, it is proper to say that in 1887 there were 69 street railways in Pennsylvania that, as either operating or subsidiary companies, were concerned in the consolidated reports of that year. For the year covered by this report there are 115 operating companies and 120 lessor or subsidiary companies.

In considering the number of both operating and subsidiary companies, it is to be understood that many hundreds of companies have, since 1887, been incorporated and have been either practically merged in other companies or have gone out of existence in one form or another.

Turning from the figures which relate to the capitalization, assets, operation, income and expenditures of street railway companies, to the pathetic side of the affairs of these corporations, it is found that during the year, 38 of the passengers carried were killed and 1,858 injured; of employes 17 were killed and 349 injured; of other persons than passengers and employes 162 were killed and 1,539 injured, or a total of 217 persons killed and 3,746 injured, making a total of fatal and non fatal casualties of 3,963.

For the year 1887 the number of passengers killed was 4 and 17 injured; of employes none were killed and 3 injured; of other persons 8 were killed and 42 injured, or a total of 11 persons killed and 63 injured, making a total of fatal and non fatal casualties of 74.

If we were to reduce these statistics regarding street railways to a system of percentages, it would seem that the hazard of passengers, employes and other persons is greater to-day than it was in 1887. Whether this be due to carelessness or whether it be largely due to the velocity with which cars are run upon the street railways, or to other causes we have no data, but in all probability the increased hazard as disclosed by these figures is largely attributable to the increased speed with which the cars carrying passengers and employes are run.

# STEAM RAILROADS NOT IN OPERATION.

List of steam railroad corporations, whose lines are not in operation or are not constructed, or are now in process of construction, exhibiting the "authorized" capital, together with the amount expended on organization, construction, capital paid in, etc. (Blank spaces in the columns indicate that the information has not been furnished to the Department.)

| | Capital stock authorized by law. | Capital paid in. | Amount expended on organization, construction, etc. |
|---|---|---|---|
| Allegheny and Lawrence, | $1,500,000 | ..... | $4,879 |
| Allegheny and Western Connecting, | 140,000 | $4,606 | 4,560 |
| Allegheny and West Moreland, | 280,000 | 28,000 | 14,316 |
| Arcadia and Clifton Heights, | 25,000 | 5,050 | 5,050 |
| Altoona and Beech Creek Terminal, | 150,000 | ..... | ..... |
| Bedford and Western, | 500,000 | 25,000 | 84,648 |
| Belt Line, | 120,000 | ..... | ..... |
| Black Diamond, | 70,000 | 1,400 | 1,400 |
| Black Lick and Yellow Creek, | 100,000 | 23,257 | 21,257 |
| Boon Mountain, | 180,000 | 9,000 | 1,829 |
| Breakneck Valley, | 50,000 | 1,000 | ..... |
| Bridgeville and Millers Run, | 20,000 | 400 | 400 |
| Brookville and Mahoning, | 1,350,000 | 13,500 | 25,000 |
| Brownsville Southern, | 50,000 | 1,000 | 2,882 |
| Brunot Island Connecting, | 10,000 | 200 | 200 |
| Cambria Terminal, | 70,000 | 7,000 | 46,517 |
| Canonsburg and Bishop, | 40,000 | 800 | 800 |
| Canton and East Liverpool, | 10,000 | 500 | 6,527 |
| Central and Eastern, | 140,000 | 2,800 | 2,327 |
| Charleroi and Belle Vernon, | 30,000 | 3,000 | 3,600 |
| Chartiers Valley and Northern, | 50,000 | 14,584 | 12,949 |
| Chartiers and Venetia, | 50,000 | 1,000 | 1,000 |
| Cheat Haven, | 20,000 | 2,000 | 3,814 |
| Cheat River, | 35,000 | 3,500 | 8,081 |
| Cheat River and Pittsburg, | 35,000 | 3,500 | 351 |
| Cheat River and Wheeling, | 35,000 | 700 | 351 |
| Chest Creek, | 6,000,000 | 6,000 | 6,000 |
| Clearfield, Conemaugh and Western, | 1,500,000 | 37,500 | 35,000 |
| Conemaugh Valley, | 220,000 | 11,000 | 11,000 |
| Confluence and Morgantown, | 250,000 | 25,000 | 31,425 |
| Consolidated Terminal Railroad of Pittsburg, | 70,000 | 1,786 | 7,138 |
| Cornwall and Western, | 250,000 | 12,500 | 12,334 |
| Danville and Shamokin, | 250,000 | 43,696 | 43,696 |
| Dauphin and Berks, | 100,000 | 100,000 | 100,000 |
| Dean, | 20,000 | 500 | 500 |
| DuBois Southern, | 500,000 | 10,000 | 22,198 |
| Eastern, | 500,000 | 291,000 | 399,123 |
| Elizabeth and Webster, | 100,000 | 2,000 | 697 |
| Fair Haven and Georgetown, | 450,000 | 4,500 | 10,609 |
| Finleyville and Library, | 30,000 | 1,650 | 1,650 |
| Fort Pitt and Leasdale, | 30,000 | 600 | 600 |
| Franklin and Parkers Landing, | 350,000 | 35,000 | 6,236 |
| Franklin and Clearfield, | 1,200,000 | 12,000 | 85,448 |
| French Creek, | 100,000 | 2,000 | ..... |
| Fulton, Bedford and Somerset, | 15,000,000 | 300,000 | 40,115 |
| Gladdens Valley, | 50,000 | 1,000 | 456 |
| Glassport Terminal, | 50,000 | 1,000 | 760 |
| Glasgow, | 7,500 | 750 | 750 |
| Greene County, | 250,000 | 250,000 | 250,000 |
| Greer and Van Eman, | 30,000 | 600 | 600 |
| Hares Valley, | 120,000 | 2,400 | 2,113 |
| Homer and Susquehanna, | 105,000 | 10,500 | 8,704 |
| Harrisburg and South Mountain, | 1,000,000 | 1,000,000 | 1,000,000 |
| Heinbach, | 140,000 | 2,800 | 2,800 |
| Horam Run, | 80,000 | 1,600 | 2,482 |

## STEAM RAILROADS NOT IN OPERATION—Continued.

| | Capital stock authorized by law. | Capital paid in. | Amount expended on organization, construction, etc. |
|---|---|---|---|
| Houstonville Coal, | 50,000 | 1,000 | 1,000 |
| Indian Creek Valley, | 40,000 | 5,675 | 5,675 |
| Industrial, | 60,000 | 1,200 | 293 |
| Inter Urban, | 1,600,000 | 60,600 | 60,600 |
| Kane, | 110,000 | 10,400 | 10,386 |
| Kiskiminetas Connecting, | 60,000 | 6,000 | 8,000 |
| Kittanning Run, | 100,000 | 10,000 | 4,081 |
| Lake Erie, | 1,000,000 | 1,000,000 | 1,000,000 |
| Laurel Hill, | 400,000 | 20,000 | 20,000 |
| Leckrone and Little Whitley, | 150,000 | 7,500 | 10,000 |
| McKeesport and Clairton Connecting, | 250,000 | 25,000 | 18,306 |
| McKeesport and Versailles Belt Line, | 50,000 | 200 | 175 |
| Mahoning and Anita, | 450,000 | 22,500 | 8,220 |
| Manchester Connecting, | 20,000 | 400 | 332 |
| Massillon and Little Beaver, | 30,000 | 3,000 | 251 |
| Meadow Lands and Zediker, | 50,000 | 5,000 | 37,141 |
| Midland, | 360,000 | 18,000 | 20,000 |
| Midway Connecting, | 200,000 | 10,000 | 1,400 |
| Milford and Dingman, | 80,000 | ..... | 1,910 |
| Milford and Log-Tavern Pond, | 60,000 | ..... | 1,135 |
| Milford, Matamoras and New York, | 150,000 | ..... | 92,384 |
| Monongahela and Allegheny Connecting, | 30,000 | 600 | ..... |
| Mocanaaqua and Eastern, | 50,000 | 1,000 | ..... |
| Monongahela, McKeesport and Youghiogheny, | 80,000 | 4,000 | 1,007 |
| Monongahela Short Line, | 200,000 | 2,000 | 2,000 |
| Monongahela Southern, | 160,000 | 160,000 | 685,323 |
| Monongahela and South West, | 200,000 | 2,000 | 2,000 |
| Monongahela and Street Run Terminal, | 40,000 | 800 | 910 |
| Monongahela and Western, | 20,000 | 800 | 800 |
| Monterey and Streets Run Connecting, | 20,000 | 1,000 | 2,088 |
| Montour and Gregg, | 30,000 | 600 | 600 |
| Mt. Carmel and Natalie, | 175,000 | 175,000 | ..... |
| New Berlin and Winfield, | 42,000 | 10,625 | 27,616 |
| New Castle and Butler, | 100,000 | 10,000 | 9,550 |
| New Cumberland and Pittsburg, | 400,000 | 8,000 | 87,224 |
| New York, Pennsylvania and South Western, | 1,000,000 | 10,000 | 50,400 |
| New York Short Line, | 250,000 | 250,000 | 349,162 |
| Nicholas, Rome and LeRaysville, | 160,000 | 10,000 | 10,000 |
| Northampton Central, | 120,000 | 2,400 | 2,400 |
| Northern Central Connecting, | 350,000 | 30,500 | 37,140 |
| North Shore, | 200,000 | 4,000 | 6,000 |
| Noscoe Run, | 25,000 | 500 | ..... |
| Nunundah, | 25,000 | 2,500 | 5,101 |
| O'Connell, | 40,000 | 4,000 | 1,000 |
| Oswayo, | 25,000 | 1,000 | 1,069 |
| Path Valley, | 200,000 | ..... | ..... |
| Pike Run, | 60,000 | 6,000 | 6,000 |
| Penn Haven Junction and Glen Onoka, | 60,000 | 6,000 | 420 |
| Pennsylvania, Monongahela and Southern, | 250,000 | 11,000 | 11,000 |
| Pennsylvania and Western Railroad, | 100,000 | 100,000 | 100,000 |
| Pennsylvania and Western Railway, | 600,000 | 60,000 | 20,756 |
| Philadelphia and Camden, | 10,000 | 1,500 | 1,300 |
| Philadelphia and Eastern, | 250,000 | 25,000 | 25,000 |
| Philadelphia, Glenside and Willow Grove, | 100,000 | 1,200 | 1,200 |
| Philadelphia Terminal, | 280,000 | 28,000 | 1,500 |
| Philadelphia, Trenton and Lehigh Valley, | 700,000 | 32,500 | 7,570 |
| Philadelphia and Western, | 1,250,000 | 450,000 | 156,364 |
| Pittsburg, Akron and Western, | 20,000 | ..... | ..... |
| Pittsburg, Birmingham and Eastern, | 3,000,000 | 90,000 | 130,194 |
| Pittsburg and Carnegie, | 50,000 | 1,000 | 13,652 |
| Pittsburg Connecting and Terminal, | 25,000 | 500 | 500 |
| Pittsburg, Indiana and Eastern, | 180,000 | 9,000 | 8,300 |
| Pittsburg and Northwest, | 500,000 | 25,000 | 25,000 |
| Pittsburg and Southeastern, | 30,000 | 6,000 | 2,101 |
| Pittsburg and Southwestern, | 80,000 | 15,551 | 15,551 |
| Pittsburg and Tube City, | 150,000 | 3,900 | 3,900 |
| Pittsburg, Westmoreland and Somerset, | 220,000 | 11,000 | 343,159 |
| Pittsburg and Western Terminal, | 100,000 | 600 | 690 |
| Point Breeze and Gibsons Point, | 18,000 | 5,412 | 5,412 |
| Potomac and Allegheny, | 310,000 | 15,500 | 32,732 |
| Pottsville, Frackville and Shenandoah, | 125,000 | 5,000 | 4,401 |
| Plumville, | 200,000 | 10,000 | 66,405 |
| Reading, Birdsboro and Pottsville, | 10,000 | 500 | 500 |

## STEAM RAILROADS NOT IN OPERATION—Continued.

| | Capital stock authorized by law. | Capital paid in. | Amount expended on organization, construction, etc. |
|---|---|---|---|
| Redstone, | 30,000 | 708 | 708 |
| Redstone Central, | 150,000 | 40,000 | 39,603 |
| Roxboro, | 100,000 | 70,000 | 68,801 |
| Saucon Valley, | 30,000 | 3,000 | 704 |
| Scranton, Factoryville and Tunkhannock, | 250,000 | 25,000 | 25,000 |
| Scranton and Lake Winola, | 150,000 | 4,608 | 123 |
| Seward Railway, | 50,000 | 1,500 | 2,766 |
| Sharon and Butler, | 600,000 | 15,000 | 2,233 |
| Sherick Run, | 500,000 | 50,000 | 4,219 |
| Shickshinny and Huntingdon, | 70,000 | 1,500 | 315 |
| Slatington, | 200,000 | 5,000 | 678 |
| Somerset County, | 200,000 | 74,400 | ..... |
| Southern Central, | 3,000,000 | ..... | 705 |
| Southwestern Du Bois, | 40,000 | 2,000 | 215 |
| Speedway and Scranton Lake, | 25,000 | 2,500 | 1,500 |
| State Line and Lake Erie, | 200,000 | 12,000 | 2,637 |
| Steel Valley, | 135,000 | 7,000 | 558 |
| St. Marys Terminal, | 100,000 | 10,000 | 1,043 |
| Sugar Valley, | 20,000 | 2,000 | 2,000 |
| Susquehanna and Eaglesmere, | 120,000 | 6,000 | 587 |
| Susquehanna and Southern, | 170,000 | 8,500 | 8,500 |
| Tide-water and Susquehanna, | 1,300,000 | 1,300,000 | 15,805 |
| Tuscarora, | 310,000 | ..... | ..... |
| Uniontown, Waynesburg and West Virginia, | 1,000,000 | 25,000 | 25,000 |
| Washington and Fayette, | 90,000 | 4,666 | 4,666 |
| Washington and Greene, | 55,000 | 5,500 | 4,412 |
| Washington, Westminster and Gettysburg, | 400,000 | 28,000 | 11,000 |
| Washington and State Line, | 150,000 | 600 | 940 |
| West Chester and Phoenixville, | 250,000 | 12,750 | 14,508 |
| Webster, | 30,000 | ..... | 1,425 |
| Westmoreland Central, | 150,000 | 15,351 | 14,700 |
| West Pittsburg Connecting, | 90,000 | 3,600 | 3,382 |
| Wheeling, Waynesburg and Eastern, | 750,000 | 1,000 | 1,000 |
| Wilkes-Barre Terminal, | 3,500 | 3,500 | 250 |
| Wilkes-Barre East and West, | 5,000,000 | ..... | 177,266 |
| York Springs, | 125,000 | 18,000 | 18,070 |
| Youghiogheny Central, | 200,000 | 20,000 | 20,851 |
| Youghiogheny Connecting, | 10,000 | 1,000 | 2,181 |
| Youghiogheny and Elizabeth, | 50,000 | 1,000 | 5,000 |
| Youghiogheny Southern, | 200,000 | 200,000 | 200,000 |
| Total, | $66,506,000 | $7,117,825 | $6,584,757 |

# LIST OF STREET RAILWAYS NOT IN OPERATION.

List of street railway corporations, whose lines are not in operation, or are not constructed, or are now in process of construction, exhibiting the "authorized" capital, together wtih amount expended on organization, construction, capital paid in, etc. (Blank spaces in the columns indicate that the information has not been furnished to the Department.)

| | Capital stock authorized by law. | Capital paid in. | Amount expended on organization, construction, etc. |
|---|---|---|---|
| Allegheny, Evergreen and Millvale, | $24,000 | $24,000 | $24,000 |
| Allegheny and Westmoreland, | 3,000 | 100 | 100 |
| Allen Street, | 30,000 | 3,000 | 1,681 |
| Allen Electric, | 20,000 | 2,000 | 225 |
| Allenport and Roscoe, | 15,000 | 1,500 | 463 |
| Allentown and South Allentown, | 10,000 | 300 | 210 |
| Allentown and Reading, | 30,000 | 3,000 | ..... |
| Alliance and Bath, | 75,000 | 7,500 | 7,500 |
| Alliance, Bath and Nazareth, | 66,000 | 2,640 | 1,651 |
| Alliance and Cherryville, | 50,000 | 5,000 | 5,000 |
| Airville and Delta, | 54,000 | 5,400 | 300 |
| Altoona Belt Line, | 50,000 | 5,000 | ..... |
| Altoona and Hollidaysburg, | 50,000 | 5,000 | 5,000 |
| Ambridge Borough, | 9,000 | 900 | 900 |
| Apollo and Leechburg, | 36,000 | 7,200 | 7,200 |
| Arbutus Park, | 18,000 | 600 | 200 |
| Aramingo Avenue, | 12,000 | 6,250 | 146 |
| Aspinwall and Springdale, | 48,000 | ..... | 1,600 |
| Aspinwall and Springdale, | 61,500 | 2,050 | 2,050 |
| Athens, Sayre and South Waverly Street, | 50,000 | 5,000 | ..... |
| Atlantic, | 6,000 | 600 | 600 |
| Audubon, | 6,000 | 3,000 | 2,558 |
| Avalon and Glenfield, | 36,000 | 1,200 | 1,371 |
| Berwick and Nanticoke, | 96,000 | 3,200 | 3,200 |
| Baden, | 9,000 | 300 | 215 |
| Baden and Conway, | 12,000 | 400 | 36,081 |
| Bala, | 6,000 | 3,900 | 3,774 |
| Baldwin, | 36,000 | 1,740 | 1,546 |
| Bankers, | 52,800 | 52,800 | 52,800 |
| Banks and Broad, | 5,000 | 500 | 500 |
| Baltimore and Westminster and Gettysburg, | 750,000 | 75,000 | 18,481 |
| Bates, | 9,000 | 9,000 | 84,936 |
| Bath and Chapman, | 12,000 | 1,200 | 1,200 |
| Beach Street Connecting, | 3,000 | 100 | 92 |
| Beaver and New Brighton, | 30,000 | 1,000 | 1,000 |
| Beaver and Bridgewater, | 12,000 | 400 | 400 |
| Beaver Falls Electric, | 12,000 | 400 | 400 |
| Beaver Falls and New Brighton, | 24,000 | 800 | 800 |
| Beaver Meadow, Hazleton, Mahanoy and Shenandoah, | 150,000 | 15,000 | 15,000 |
| Bedminster, | 15,000 | 500 | 326 |
| Bellefonte Traction, | 12,000 | 800 | 450 |
| Belt Line Extension, | 3,000 | 300 | ..... |
| Ben Avon, | 6,000 | 600 | 600 |
| Ben Avon and Baden, | 90,000 | 3,000 | 40,516 |
| Ben Avon and Emsworth, | 4,000 | 400 | 68,092 |
| Benton Avenue, | 6,000 | 200 | 200 |
| Berwick, | 15,000 | 1,500 | 200 |
| Bethleham and Bath, | 36,000 | 1,440 | 1,003 |
| Bethlehem and Siegfrieds, | 42,000 | 1,680 | 1,680 |
| Bloomfield Connecting, | 80,000 | 4,000 | 4,000 |
| Bloomsburg and Danville, | 66,000 | 5,280 | 5,325 |
| Bloomfield Elevated, | 80,000 | 4,000 | 4,000 |
| Bloomsburg and Millville, | 60,000 | 2,000 | 2,000 |
| Borough, | 6,000 | 200 | 200 |
| Boyertown and Palm Street, | 72,000 | 3,700 | 1,171 |
| Brereton Avenue, | 12,000 | 12,000 | 16,626 |
| Bridgeville, | 60,000 | 2,000 | 2,000 |

## LIST OF STREET RAILWAYS NOT IN OPERATION—Continued.

| | Capital stock authorized by law. | Capital paid in. | Amount expended on organization, construction, etc. |
|---|---|---|---|
| Meadville, Conneautville and Albion Traction, | 100,000 | 3,335 | 653 |
| Meadville, Conneautville Lake and Linesville, | 72,000 | 7,200 | 7,200 |
| Meadville and Saegertown, | 34,000 | 4,000 | 4,000 |
| Meadville and Titusville, | 180,000 | 18,000 | 9,000 |
| Media, Newtown Square and Norristown, | 42,000 | 4,200 | 4,000 |
| Midland Street, | 100,000 | 100,000 | 109,200 |
| Minisink, | 60,000 | 6,000 | 500 |
| Minsi Valley, | 42,000 | 1,000 | 400 |
| Mercer County, | 60,000 | 3,000 | 237 |
| Merion Electric, | 40,000 | 4,000 | 600 |
| Myersdale and Salisbury, | 250,000 | 250,000 | 250,000 |
| Monaca Electric, | 18,000 | 600 | 600 |
| Monaca, Alaquippa and Coraopolis, | 72,000 | 2,400 | 2,400 |
| Monoca and Alaquippa, | 60,000 | 2,000 | 2,000 |
| Monongahela City, Ellsworth and Washington, | ..... | ..... | 5,000 |
| Monongahela City and Daggs Ferry, | 15,000 | 1,500 | 250 |
| Monroe and Northampton, | 90,000 | 90,000 | 10,813 |
| Montgomery and Berks Traction, | 30,000 | 1,000 | 182 |
| Montgomery Traction Street, | 40,000 | 9,600 | 9,600 |
| Moravia and Wampum, | 9,000 | 900 | 102 |
| Morningside Electric, | 24,000 | 800 | 41,050 |
| Morningside Street, | 18,000 | 600 | 600 |
| Mt. Jewett and Marvin Creek, | 54,000 | 1,200 | ..... |
| Mt. Pleasant, Pleasant Unity and Bagley, | 100,000 | 10,000 | 1,695 |
| Mt. Pleasant and Pleasant Unity, | 60,000 | 6,000 | 282 |
| Moyamensing and Southwark Rapid Transit, | 282,000 | 9,400 | 1,035 |
| Munhall and Mifflin Street, | 25,000 | 800 | 390 |
| Municipal, | 4,500 | 450 | 450 |
| Murray Avenue, | 3,000 | 300 | 300 |
| Nanticoke Suburban, | 12,000 | 1,200 | ..... |
| Nazareth and Bath, | 24,000 | 1,680 | 1,005 |
| Nazareth and Farmersville, | 9,000 | 300 | 300 |
| New Bedford and State Line, | 12,000 | 12,000 | ..... |
| Newberry Passenger, | 18,000 | 600 | ..... |
| New Bethlehem and Hawthorn, | 36,000 | 1,200 | 533 |
| New Brighton, Beaver Falls and Morado, | 24,000 | 800 | 800 |
| New Castle and Moravia, | 30,000 | 3,000 | 182 |
| New Grant, | 750 | 75 | 75 |
| New Terminal, | 3,000 | 300 | 300 |
| Newtown and Hatboro, | 75,000 | 7,500 | 2,120 |
| Nobles Lane, | 6,000 | 600 | 200 |
| Northampton and Lehigh, | 72,000 | 2,880 | 1,830 |
| Northampton Southern, | 36,000 | 3,600 | ..... |
| North End, | 125,000 | 3,600 | ..... |
| Northern Cambria, | 600,000 | 400,000 | 108,863 |
| Northern Electric, | 15,000 | 1,500 | 1,500 |
| Northern Street, | 30,000 | 1,000 | 1,000 |
| North Philadelphia Passenger, | 300,000 | 300,000 | 300,000 |
| North Rochester, | 30,000 | 3,000 | 500 |
| North Side and South Side, | 24,000 | 800 | 800 |
| Northumberland County Traction, | 54,000 | 1,800 | 625 |
| Nunnery Hill, | 12,000 | 1,200 | ..... |
| Oakmont and Verona Traction, | 7,500 | 250 | 95 |
| O'Harra, | 42,000 | 4,200 | 4,200 |
| Overbrook, Bryn Mawr and Paoli, | 138,000 | 13,800 | 559 |
| Oxford, Cochranville and Parkesburg, | 84,000 | 2,800 | 6,000 |
| Oxford and Kennett Electric, | 100,000 | 3,200 | 3,200 |
| Oxford, West Grove and Avondale, | 66,000 | 1,320 | 15,000 |
| Park Avenue and Carlisle Street, | 8,000 | 800 | 800 |
| Parkside Rapid Traction, | 42,000 | 1,400 | 235 |
| Penn Park, | 18,000 | 600 | 597 |
| Pennsylvania, | 18,000 | 1,800 | 62 |
| People's Traction of Pittsburg, | 10,000 | 1,000 | 143 |
| People's Traction of Erie, | 48,000 | 1,600 | 1,600 |
| People's Traction of Philadelphia, | 6,000,000 | 6,000,000 | ..... |
| Perkasie, Doylestown and New Hope, | 24,000 | 1,600 | 1,600 |
| Perkiomen Valley, | 180,000 | 6,000 | 6,000 |
| Perry County Electric, | 50,000 | 1,600 | 406 |
| Philadelphia, Bridgeport and Schuylkill, | 24,000 | 2,400 | 2,000 |
| Philadelphia, Coatesville and Lancaster, | 600,000 | 600,000 | 338,000 |
| Philadelphia and Darby Creek, | 6,000 | 200 | ..... |
| Philadelphia, Devon and West Chester, | 21,000 | 2,100 | 2,000 |
| Philadelphia and Garretford, | 24,000 | 200 | ..... |

## LIST OF STREET RAILWAYS NOT IN OPERATION—Continued.

| | Capital stock authorized by law. | Capital paid in. | Amount expended on organization, construction, etc. |
|---|---|---|---|
| Philadelphia, Lancaster and Harrisburg, | 90,000 | 90,000 | 500 |
| Philadelphia and Langhorne, | 24,000 | 3,144 | 3,144 |
| Philadelphia, Media and Delaware, | 48,000 | 4,800 | 4,500 |
| Philadelphia, Media and Wilmington, | 33,000 | 3,300 | 3,000 |
| Philadelphia and Merion, | 100,000 | 25,000 | 8,481 |
| Philadelphia, Norristown and Phoenixville, | 16,500 | 1,650 | 1,500 |
| Philadelphia and Paoli, | 96,000 | 9,600 | 9,500 |
| Philadelphia and Rosemont, | 150,000 | 25,000 | 2,500 |
| Philadelphia, Wayne and West Chester, | 22,500 | 2,250 | 2,000 |
| Phoenixville and Bridgeport, | 100,000 | 2,480 | 2,480 |
| Pittsburg and Allegheny Valley, | 1,500,000 | 180,000 | 171,318 |
| Pittsburg and Butler, | 1,500,000 | 330,000 | 330,000 |
| Pittsburg, Carnegie and McDonald, | 42,000 | 1,622 | 222 |
| Pittsburg and Clairton, | 54,000 | 1,800 | ..... |
| Pittsburg and Harmony, | 12,000 | 1,200 | 1,200 |
| Pittsburg Rapid Transit, | 13,200 | 13,200 | 13,200 |
| Pittsburg Southern, | 12,000 | 1,200 | 8,119 |
| Pittsburg and Westmoreland, | 350,000 | 350,000 | 298,000 |
| Pittston People's, | 10,000 | 500 | 500 |
| Pocono, Llanna and Newfoundland, | 54,000 | 1,850 | 317 |
| Pottstown, Boyertown and Reading, | 150,000 | 6,200 | 7,275 |
| Pottstown and Reading, | 500,000 | 168,000 | 168,000 |
| Pottstown and West Chester, | 500,000 | 5,000 | 20,000 |
| Pottstown and Suburban, | 6,000 | 250 | 252 |
| Pottsville and Suburban, | 60,000 | 2,000 | 500 |
| Radnor Belt Line, | 50,000 | 5,000 | 249 |
| Red Lion and Airville, | 72,000 | 7,200 | 300 |
| Reedsville and Milroy, | 42,000 | 1,562 | 1,562 |
| Remington, | 9,000 | 300 | 116 |
| Ridge Avenue and Chartierr, | 6,000 | 200 | 200 |
| Riverside, | 12,000 | 240 | 600 |
| Ringing Rocks Traction, | 54,000 | 1,800 | 263 |
| Rochester, Beaver and Vanport, | 30,000 | 1,000 | 1,000 |
| Rohrestown, Landisville and Mt. Joy, | 400,000 | 77,970 | 63,219 |
| Rosslyn, | 30,000 | 1,000 | 1,000 |
| Royersford, | 12,000 | 400 | 400 |
| Saltsburg Electric, | 9,000 | 900 | ..... |
| Sayre and South Waverly, | 75,000 | 1,920 | 720 |
| St. Marys, | 42,000 | 4,200 | 257 |
| Scenic, | 18,000 | 600 | 600 |
| Schenley Park and Highlands, | 5,000 | ..... | 5,000 |
| Second Avenue Elevated, | 240,000 | 12,000 | 12,000 |
| Seigfried and Danielsville Traction, | 48,000 | 4,800 | 4,800 |
| Seventh Avenue, | 6,000 | 600 | 600 |
| Sewickley, | 12,000 | 400 | 127 |
| Sewickley and Leetsdale, | 18,000 | 600 | 600 |
| Sewickley and Osborne, | 12,000 | 400 | 256 |
| Seymour, | 30,000 | 3,000 | 2,777 |
| Shamokin Extension, | 15,000 | 5,300 | 5,204 |
| Sharon State Line, | 10,000 | 5,000 | 5,245 |
| Sharon and West Middlesex, | 50,000 | 800 | 249 |
| Shenandoah and Suburban, | 6,000 | 200 | 200 |
| Shenandoah and Suburban Electric, | 30,000 | 1,200 | 210 |
| Somerset County, | 210,000 | 21,000 | 782 |
| South Bethlehem and Center Valley, | 36,000 | 1,201 | 500 |
| South Bethlehem and Saucon, | 30,000 | 1,000 | 996 |
| Souderton, Skippack and Fairview, | 300,000 | 11,963 | 7,120 |
| South End Connecting, | 24,000 | 2,400 | 800 |
| Southern Traction, | 50,000 | 1,600 | 1,250 |
| South Middleton, | 18,000 | 360 | ..... |
| South Side, | 60,000 | 1,600 | ..... |
| South Wilkes-Barre and Avoca, | 375,000 | 10,800 | ..... |
| Squirrel Hill, | 45,000 | 45,000 | 45,000 |
| Spruce Run, | 15,000 | 500 | 500 |
| Stanton Avenue, | 12,000 | 400 | 400 |
| State and Ohio Streets, | 2,000 | 400 | 125 |
| Steelton, New Cumberland and Mechanicsburg, | 900,000 | 150,750 | 16,330 |
| Stroudsburg and Wind Gap, | 100,000 | 4,080 | 1,030 |
| Sunbury and Selinsgrove, | 30,000 | 1,020 | 268 |
| Superior Avenue and Shady Avenue, | 2,000 | 400 | 400 |
| Tarentum and Brackenridge, | 50,000 | 625 | 344 |
| Tioga and Venango Streets, | 4,000 | 400 | 400 |

## LIST OF STREET RAILWAYS NOT IN OPERATION—Continued.

| | Capital stock authorized by law. | Capital paid in. | Amount expended on organization, construction, etc. |
|---|---|---|---|
| Township Line, | 65,000 | 6,500 | 6,500 |
| Trenton, New Hope and Lambertville, | 100,000 | 100,000 | 630,631 |
| Trexlertown and Alburtis, | 18,000 | 1,800 | ..... |
| Turtle Creek Valley, | 40,000 | 9,700 | 9,602 |
| Twin Creeks, | 18,000 | 600 | 600 |
| Umbria Street and Shawmont Avenue, | 15,000 | 1,500 | ..... |
| Union Electric, | 6,000 | 200 | 200 |
| Union Passenger, | 3,000 | 100 | ..... |
| Union, | 4,500 | 450 | 450 |
| Uniontown, Brownsville and West Side, | 24,000 | 7,800 | 3,493 |
| United Traction, | 75,000 | 1,000 | 350 |
| Vanport and Glasgow Electric, | 70,000 | 2,200 | 528 |
| Verona and Oakmont Traction, | 4,500 | 150 | 95 |
| Wampum, | 6,000 | 500 | 102 |
| Wampum and Hoytdale, | 15,000 | 1,500 | 132 |
| Warren and Jamestown, | 200,000 | 75,000 | 201,013 |
| Watsen, | 9,000 | 9,000 | 10,000 |
| Washington County, | 100,000 | 3,200 | 3,200 |
| Wayne, | 6,000 | 200 | 13,502 |
| Waynesboro, | 36,000 | 3,600 | 1,000 |
| Waynesburg, | 12,000 | ..... | ..... |
| Webster Avenue, | 12,000 | 12,000 | 12,000 |
| Wellsville, | 24,000 | 800 | 1,404 |
| West Branch Electric, | 18,000 | 600 | 160 |
| West Brownsville Junction and California, | 24,000 | 2,400 | 2,400 |
| West Brownsville and Washington, | 132,000 | 13,200 | 13,200 |
| West Chester, Uwchlan and Pottstown, | 144,000 | 4,800 | 562 |
| West Elizabeth Street, | 24,000 | 800 | 400 |
| West End, | 50,000 | 1,200 | ..... |
| West Liberty and Suburban, | 6,000 | 2,000 | 38,145 |
| West Newton and Webster, | 30,000 | 15,859 | 6,859 |
| West Newton Northern, | 30,000 | 1,000 | 988 |
| West Side, | 20,000 | 14,487 | 14,487 |
| West Side and Mahoningtown, | 24,000 | 2,400 | 162 |
| Whitehall, | 12,000 | 400 | 400 |
| Wilkes-Barre, Hudson and Northeastern, | 75,000 | 2,000 | ..... |
| Wilkins and Braddock Electric, | 21,000 | 2,100 | 150 |
| Wilkinsburg, Turtle Creek and East Pittsburg, | 36,000 | 1,200 | ..... |
| Willow Grove and Richboro, | 50,000 | 5,000 | ..... |
| Wilmington and West Chester, | 60,000 | 2,000 | 550 |
| Wormleysburg and Camp Hill, | 25,000 | 225 | 159 |
| Wynnefield, | 6,000 | 215 | 202 |
| York, | 36,000 | 1,200 | 1,200 |
| York Furnace, | 24,000 | 2,400 | 300 |
| York and Hanover, | 110,000 | 3,600 | 1,705 |
| York and Hanover Western, | 110,000 | 3,670 | 3,670 |
| York Intramural, | 18,000 | 6,000 | 6,000 |
| York and Manchester, | 50,000 | 1,200 | 316 |
| York and Maryland, | 24,000 | 805 | 1,992 |
| York and Susquehanna, | 84,000 | 2,800 | 2,800 |
| York and Wrightsville, | 75,000 | 2,240 | 303 |
| Total, | $39,390,500 | $11,696,729 | $5,635,840 |

# TELEGRAPH AND TELEPHONE CORPORATIONS NOT IN OPERATION.

List of telephone and telegraph corporations, whose lines are not in operation, or are not constructed, or are now in process of construction, exhibiting the "authorized" capital, together with amount expended on organization, construction, capital paid in, etc. (Blank spaces in the columns indicate that the information has not been furnished to the Department.)

| | Capital stock authorized by law. | Capital paid in. | Amount expended on organization, construction, etc. |
|---|---|---|---|
| Allegheny Valley, | $5,000 | $500 | $500 |
| Beaver County, | 100,000 | 10,000 | 1,786 |
| Butler and Coylesville, | 500 | 442 | 58 |
| Connellsville, | 1,000 | 100 | 64 |
| Citizens' Telephone and Telegraph, | 5,000 | 500 | 100 |
| Cumberland Valley, | 1,000,000 | 10,000 | 2,035,062 |
| East Pittsburg, | 5,000 | 5,000 | 4,997 |
| Edinboro, | 6,000 | 2,850 | 2,929 |
| Montour, | 10,000 | 1,000 | 111 |
| Muncy Creek, | 5,000 | 1,035 | 1,377 |
| Merchants' Telephone and Telegraph, | 30,000 | 3,000 | 180 |
| New Albany, | 5,000 | 4,300 | 4,520 |
| Pittsburg and Butler, | 25,000 | 25,000 | 25,000 |
| Ralston Telephone and Telegraph, | 12,000 | 8,000 | 6,495 |
| Sullivan County, | 5,000 | 2,143 | 3,896 |
| Tarentum, | 1,500 | 150 | 90 |
| Union Telephone and Messenger Company, | 1,250 | 188 | 188 |
| United Telephone and Telegraph Sompany, | 2,000,000 | 61,100 | 4,153,039 |
| Total, | $6,463,950 | $135,308 | $6,240,392 |

## CORPORATIONS STRICKEN FROM THE LIST.

The following named roads have been stricken from the list by reason of abandonment by decree of court, surrender of charters to the Commonwealth, forfeiture of corporate rights, annullment of charter, etc.

### STEAM RAILROAD COMPANIES.

Bath Terminal.
Cambria Terminal.
Delaware and Northumberland.
Fourth Pool Connecting.
Kinzua and Tiona.
Pittsburg and Brady's Bend.
Pittsburg and Charleroi.
Rochester and Beaver Falls.
South Branch.
Trenton Delaware Bridge Company out of existence as a railroad bridge.

### STREET RAILWAYS.

Abington.
Allegheny Hill Top.
Ambler and Jenkintown.
Bank and Broad.
Bellefonte Electric.
Bellefonte Street Electric.
Black Rock.
Brandywine Electric.
Boiling Springs and Mt. Holly.
Carson Street Railway.
Citizens' Electric.
City View.
Cleveland, Chardon and Meadville.
Coatesville Rapid Transit.
Coatesville and Downingtown Traction Company.
Cumberland and Perry.
Denver.
Duquesne Heights.
East Butler.
East End Connecting.
Eastern Rapid Transit.
Grove City.
Germantown and Chestnut Hill Belt Line.
Greenville.
Hall Park.
Huntingdon Valley.
Hatboro and Hartville.
Interstate.
Johnstown and Scalp Level.
Latrobe, Pleasant Unity and Greensburg.
McKeesport and Irwin.
Monaca Heights.
Monongahela City and Clairton.
Monongahela Traction.
Montgomery, Doylestown and New Hope.
New Jersey and Philadelphia.
Nanticoke and Hanover.
Nay Aug Park.
Parkesburg Traction.
People's Street Railway of Chester.
Pittsburg, Etna and Butler.
Pittsburg and Knoxville.
Pittsburg and Washington.
Pottsgrove Traction.
Ruth.
Second Avenue Elevated.

Seneca.
Spangler and Hastings.
Stanton Avenue.
State Line.
Washington and Western.
Washington and Northern.
Washington and Southern.
Washington and Western.
Wayne and Conshohocken.
West Etna.
Western.
West Fairview.
White Marsh and Upper Dublin.

## CONSOLIDATIONS, REORGANIZATIONS, ETC.

The following named corporations, have been reported as consolidated with other corporations.

### STEAM.

Clarion and Jefferson. Merged with Pittsburg, Summerville and Clarion Railroad.
Clearfield and Bower. Merged with Beech Creek Extension Railroad.
Clearfield and Southern. Merged with Beech Creek Extension.
Curwensville and Bower. Merged with Beech Creek Extension.
Danielsville and Riverside. Sold to Danville and Bloomsburg Street Railway Company.
Medix Run. Sold at judicial sale. Merged with Buffalo and Susquehanna.
Oakmont and Wilkinsburg. Merged with Monongahela Street Railway.
Pennsylvania and Northwestern. Merged with Cambria and Clearfield.
People's Railroad. Sold at judicial sale. Reorganized as Wilkes-Barre, East and West Railway.
Pittsburg and Eastern. Merged with Beech Creek Extension.
Susquehanna and Southern. Merged with Buffalo and Susquehanna.
Wilkes-Barre and Harveys Lake. Merged with Loyal Sock.

### STREET.

Allegheny and Perrysville. Merged with Allegheny, Bellevue and Perrysville.
Bradenville and Derry. Merged with Westmoreland County Passenger Railway.
Corry Avenue. Merged with United Traction Company.
East Pittsburg and Wilmerding. Merged with Monongahela Street Railway.
Oakmont and Wilkinsburg. Merged with Monongahela Street Railway.
North Braddock. Merged with the Monongahela Street Railway.
Uniontown and Monongahela. Merged with Connellsville Suburban Street Railway.

### CORPORATIONS DISSOLVED BY DECREE OF COURT.

Beaver Terrace Street Railway.

### ROAD SOLD AT JUDICIAL SALE.

Lansdale and Norristown Street Railway.

### CORPORATIONS WHOSE NAMES HAVE BEEN CHANGED.

Brownsville, Bridgeport and West Chester.
Doylestown and New Hope.
Mahanoy and Hazleton Street Railway.

### TELEPHONE COMPANIES ABANDONED.

Connellsville.
Keystone Telephone and Telegraph.
Schuylkill Valley.
Union Telephone and Messenger Company.

## MERGED.

Factoryville Telephone Company. Merged into Commonwealth Telephone Company.

Northern Lackawanna. Merged into Commonwealth Telephone Company.

## NAME CHANGED.

Lower Luzerne Telephone Company. Name changed to Berwick Telephone Company.

United States Long Distance Telephone Company. Name changed to Easton and Bethlehem Telephone Company.

## SOLD AT JUDICIAL SALE.

New Jersey and Pennsylvania Telephone Company. Now a part of Easton and Bethlehem Telephone Company.

## ABSORBED BY OTHER COMPANIES.

Warren Telephone and Telegraph Company. Absorbed by Union Telephone Company.

Waynesburg, Woodruff and Weaver Telephone Company. Absorbed by South Penn Telegraph and Telephone Company.

# BUREAU OF RAILWAYS.

# Department of Internal Affairs.

## LETTER OF TRANSMITTAL.

Harrisburg, December 1, 1905.

Hon. Isaac B. Brown, Secretary of Internal Affairs of the Commonwealth of Pennsylvania:

Sir: I have the honor to submit herewith the reports of the corporations operating the Steam Railways, Electric and Passenger Railways, Telegraphs, Telephones and Canals, with condensed tables and comparative statements covering the details of operations for the year ending June 30, 1905, for transmission to the Gentral Assembly, as required by law.

Very truly yours,

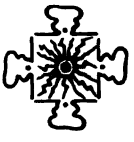
THEODORE B. KLEIN,

Superintendent Bureau of Railways.

# REPORTS OF STEAM RAILROADS.



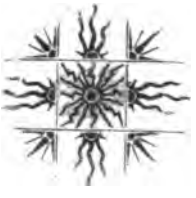
1—8—1905



# REPORTS OF STEAM RAILROADS.



1—8—1905



# REPORTS OF COMPANIES.

## ALLEGHENY JUNCTION RAILROAD COMPANY.

Date of organization: October 19, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| A. H. Keith, | 32d and Smallman Streets, Pittsburg, Pa. |
| James Johnson, | " " |
| Frank Howland, | " " |
| W. P. Potter, | 440 Diamond Street, Pittsburg, Pa. |
| J. W. Patterson, | 32d and Smallman Streets, Pittsburg, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | A. H. Keith, | Pittsburg, Pa. |
| Vice President, | James Johnson, | " |
| Secretary and Treasurer, | Frank Howland, | " |
| Attorney, or General Counsel, | Stone & Stone, | 440 Diamond street, Pittsburg. |
| General Manager, | James Johnson, | Pittsburg, Pa. |
| Chief Engineer, | J. W. Patterson, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Allegheny Junction R. R. Co., | B. & A. V. Div., P. R. R. | B. & O. R. R., | About 1. |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $5,000 00 | Capital stock, | $5,000 00 |
| Cash and current assets, | 833 29 | Current liabilities, | 33 85 |
| | | Profit and loss, | 799 44 |
| Grand total, | $5,833 29 | Grand total, | $5,833 29 |

# ALLEGHENY AND SOUTH SIDE RAILWAY COMPANY.

Date of organization: September 20, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address | Names. | Official Address. |
|---|---|---|---|
| David B. Oliver, | Pittsburg, Pa. | Chas. E. Black, | Pittsburg, Pa. |
| James B. Oliver, | " | John C. Oliver, | " |
| George T. Oliver, | " | Henry B. Lupton, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | James B. Oliver, | Pittsburg, Pa. |
| First Vice President, | Henry B. Lupton, | " |
| Second Vice President, | John C. Oliver, | " |
| Secretary, | Henry B. Lupton, | " |
| Treasurer, | James B. Oliver, | " |
| Auditor, | Henry B. Lupton, | " |
| General Superintendent, | F. M. Turner, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Allegheny & South Side Ry. Co., | Third street, | Twenty-second St., | .05 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $50,000 00 | Capital stock, | $50,000 00 |
| Cost of equipment, | 13,629 00 | To owners for operation, | 13,629 00 |
| Profit and loss, | 13,732 92 | Profit and loss, | 13,732 92 |
| Grand total, | $77,361 92 | Grand total, | $77,361 92 |

# ALLEGHENY TERMINAL COMPANY.

Operated by Buffalo, Rochester and Pittsburg Railway Company.
Date of organization: July 28, 1899.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Adrian Iselin, Jr., .... | New York, N. Y. | S. A. Rote, ..... | Ridgway, Pa. |
| G. E. Merchant, ..... | Rochester, N. Y. | J. N. Atwell, Jr., ... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | C. H. McCauley, ..... | Ridgway, Pa. |
| Vice President, ..... | Adrian Iselin, Jr., ..... | New York, N. Y. |
| Secretary, ..... | J. N. Atwell, ..... | Ridgway, Pa. |
| Treasurer, ..... | J. F. Dinkey, ..... | Rochester, N. Y. |
| Attorney, or General Counsel, ..... | C. H. McCauley, ..... | Ridgway, Pa. |
| Auditor, ..... | J. F. Dinkey, ..... | Rochester, N. Y. |
| Chief Engineer, ..... | J. M. Floesch, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Allegheny Terminal Co. | Allegheny, Pa., | ..... | Buffalo, Rochester and Pittsburg, R. R. Co. | Lease, ..... | .12 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $165,585 74 | Caital stock, ..... | $150,000 00 |
| | | Advanced by Allegheny and Western Railway Co., ..... | 15,585 74 |
| Grand total, ..... | $165,585 74 | Grand total, ..... | $165,585 74 |

# ALLEGHENY VALLEY RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: February 12, 1852; reorganized March 1, 1892.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, | Philadelphia, Pa. | C. Stuart Patterson, | Philadelphia, Pa. |
| John P. Green, | " | John B. Jackson, | Pittsburg, Pa. |
| Samuel Rea, | " | N. P. Shortridge, | Philadelphia, Pa. |
| P. A. B. Widener, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | W. H. Barnes, | Philadelphia, Pa. |
| Vice President, | Samuel Rea, | " |
| Secretary, | A. C. Heston, | " |
| Treasurer, | Henry Tatnall, | " |
| General Solicitor, | F. I. Gowen, | " |
| General Counsel, | Geo. V. Massey, | " |
| Comptroller, | M. Ribenack, | " |
| Assistant to Comptroller, | E. A. Stockton, | " |
| Chief Engineer, | W. H. Brown, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Allegheny Valley Railway. | Pittsburg, | Oil City, | Penna. R. R. Co., | Lease, | 123.50 |
| | Red Bank, | Driftwood, | Penna. R. R. Co., | | 109.70 |
| | Lawsonham, | Sligo, | Penna. R. R. Co., | | 10.20 |
| | Verona, | Plum Creek, | Penna. R. R. Co., | | 6.80 |
| | Kensington, | Parnassus, | Penna. R. R. Co., | | 1.31 |
| | Brookville, | Brookville Jct., | Penna. R. R. Co., | | 1.43 |
| Total, | | | | | 261.94 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $42,384,691 42 | Capital stock, | $27,718,598 42 |
| Cost of equipment, | 1,674,087 06 | Funded debt, | 17,349,000 00 |
| Pittsburg Terminal property, | 680,473 86 | Current liabilities, | 992,511 97 |
| Construction and equipment suspense, | 117,018 17 | Real estate mortgages, | 734,564 73 |
| Cash and current assets, | 543,356 12 | Accrued interest on funded debt not yet payable, | 277,631 67 |
| Profit and loss, | 1,672,680 16 | | |
| Grand total, | $47,072,306 79 | Grand total, | $47,072,306 79 |

# ALLEGHENY AND WESTERN RAILWAY COMPANY.

Operated by Buffalo, Rochester and Pittsburg Railway Company.
Date of organization: January 22, 1896.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| A. G. Yates, | Rochester, N. Y. | M. K. Williams, | Ridgway, Pa. |
| Adrian Iselin, Jr., | New York, N. Y. | J. N. Atwell, Jr., | " |
| J. H. Hocart, | " | J. M. Grosch, | " |
| Oscar Grisch, | " | G. W. Childs, | " |
| C. O. D. Iselin, | " | John G. Whitmore, | " |
| C. H. McCauley, Jr., | Williamsport, Pa. | S. A. Rote, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. H. McCauley, | Ridgway, Pa. |
| Vice. President, | A. G. Yates, | Rochester, N. Y. |
| Secretary, | John G. Whitmore, | Ridgway, Pa. |
| Treasurer, | C. O. D. Iselin, | New York, N. Y. |
| General Solicitor, | C. H. McCauley, | Ridgway, Pa. |
| Auditor, | J. F. Dinkey, | Rochester, N. Y. |
| Chief Engineer, | J. M. Floesch, | |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Allegheny & Western Ry. Co. | Lindsey, Pa., New Castle, Pa. | Butler, Pa., Portland Cement Works. | Buffalo, Rochester & Pittsburg Ry. Co. | Lease, | 66.16 |
| Allegheny Terminal Co. | Allegheny City Pa. | | | | .12 |
| Total, | | | | | 66.28 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $4,311,517 91 | Capital stock, | $3,000,000 00 |
| Cost of equipment, | 972,193 62 | Funded debt, | 2,000,000 00 |
| Cash and current assets, | 20,000 00 | Accrued interest on funded debt not yet payable, | 20,000 00 |
| | | Advanced by Buffalo, Rochester and Pittsburg Ry Co., | 283,711 53 |
| Grand total, | $5,303,711 53 | Grand total, | $5,303,711 53 |

# ALLENTOWN RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 19, 1853.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, ..... | Philadelphia, Pa. | D. Jones, ..... | Philadelphia, Pa. |
| Theodore Voorhees, ... | " | B. H. Bail, ..... | " |
| C. E. Henderson, ..... | " | W. G. Brown, ..... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George F. Baer, ..... | Philadelphia, Pa. |
| Secretary, ..... | W. R. Taylor, ..... | " |
| Treasurer, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Ziegler, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Allentown Railroad Co. | Topton, Pa., .. | Kutztown, ..... | Phila. & Reading Railway Co. | Agreement,. | 4.45 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,085,747 94 | Capital stock, ..... | $1,268,884 47 |
| Cash and current assets, ..... | 48,425 29 | Current liabilities, ..... | 12,746 37 |
| Profit and loss, ..... | 147,457 61 | | |
| Grand total, ..... | $1,281,630 84 | Grand total, ..... | $1,281,630 84 |

# ALLENTOWN TERMINAL RAILROAD COMPANY.

Operated by Central Railroad Company of New Jersey and Philadelphia and Reading Railway Company.

Date of organization: August 17, 1888.

Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel O. Dickson, ... | Philadelphia, Pa. | Joseph S. Harris, .... | Philadelphia, Pa. |
| Francis R. Cope, ..... | " | E. W. Clark, Jr., .... | " |
| George F. Baer, ..... | " | R. W. DeForrest, .... | New York, N. Y. |

## OFFICERS.

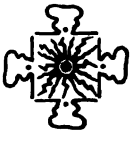
| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Lewis A. Riley, ..... | Philadelphia, Pa. |
| Vice President, ..... | George B. Harris, ..... | " |
| Secretary and Treasurer, ..... | H. F. Baker, ..... | " |
| Auditor, ..... | E. M. Reynolds, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Allentown Terminal R. R. | Scherbers Mills, Pa. | Connection with Lehigh & Susquehanna R. R. | Central R. R. Co. of New Jersey and Phila. and Reading Ry. Co. | Lease, ..... | 3.33 |
| Branches, ..... | ..... | ..... | ..... | ..... | 1.30 |
| Total, ..... | ..... | ..... | ..... | ..... | 4.63 |

## GENERAL BALANCE SHEET.

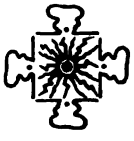
| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,044,728 94 | Capital stock, ..... | $450,000 00 |
| Cash and current assets, ..... | 17,771 50 | Funded debt, ..... | 450,000 00 |
| | | Current liabilities, ..... | 153,500 44 |
| | | Accrued interest on funded debt not yet payable, ..... | 9,000 00 |
| Grand total, ..... | $1,062,500 44 | Grand total, ..... | $1,062,500 44 |



# REPORTS OF STEAM RAILROADS.



1—8—1905



# REPORTS OF STEAM RAILROADS.



1—8—1905

# REPORTS OF COMPANIES.

## ALLEGHENY JUNCTION RAILROAD COMPANY.

Date of organization: October 19, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| A. H. Keith, | 32d and Smallman Streets, Pittsburg, Pa. |
| James Johnson, | " " |
| Frank Howland, | " " |
| W. P. Potter, | 440 Diamond Street, Pittsburg, Pa. |
| J. W. Patterson, | 32d and Smallman Streets, Pittsburg, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | A. H. Keith, | Pittsburg, Pa. |
| Vice President, | James Johnson, | " |
| Secretary and Treasurer, | Frank Howland, | " |
| Attorney, or General Counsel, | Stone & Stone, | 440 Diamond street, Pittsburg. |
| General Manager, | James Johnson, | Pittsburg, Pa. |
| Chief Engineer, | J. W. Patterson, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Allegheny Junction R. R. Co., | B. & A. V. Div., P. R. R. | B. & O. R. R., | About 1. |

# ALTOONA AND BEECH CREEK RAILROAD COMPANY.

Date of organization: April 17, 1897.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. S. Lee, | Altoona, Pa. | W. L. Shellenberger, | Altoona, Pa. |
| Andrew Kipple, | " | Ed. W. Loudon, | " |
| C. W. Moore, | " | W. J. Heinsling, | " |
| G. W. Loudon, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | W. L. Shellenberger, | Altoona, Pa. |
| Vice President, | W. S. Lee, | " |
| Secretary, | Geo. W. Loudon, | " |
| Treasurer, | W. J. Heinsling, | " |
| General Solicitor, | W. S. Hammond, | " |
| General Manager, | W. L. Shellenberger, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Altoona and Beech Creek R. R., | Altoona, | Fallen Timber, | 18.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $120,266 62 | Capital stock, | $99,600 00 |
| Cash and current assets, | 7,634 46 | Current liabilities, | 23,767 03 |
| Other assets: | | Profit and loss, | 5,458 36 |
| Materials and supplies, | 924 31 | | |
| Grand total, | $128,825 39 | Grand total, | $128,825 39 |

# ARNOT AND PINE CREEK RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: January 12, 1881.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. D. Underwood, ..... | New York City. | W. A. May, ..... | Scranton, Pa. |
| J. Lowber Welsh,* .... | Philadelphia, Pa. | D. H. Jack, ..... | Bradford, Pa. |
| M. F. Elliott, ..... | Oil City, Pa. | G. A. Richardson, ... | New York City. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Vacant. | |
| Vice President, ..... | F. D. Underwood, ..... | New York City. |
| Secretary, ..... | David Bosman, ..... | " |
| Treasurer, ..... | D. W. Bigoney, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Arnot and Pine Creek R. R. | Arnot, Pa., .... | Hoytville, Pa., | Erie R. R. Co., .. | Ownership of stock. | 11.834 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $258,350 74 | Capital stock, ..... | $255,000 00 |
| | | Advanced Tioga R. R., ..... | 3,350 74 |
| Grand total, ..... | $258,350 74 | Grand total, ..... | $258,350 74 |

*Deceased.

# BALD EAGLE VALLEY RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 25, 1861.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, | Philadelphia, Pa. | J. Henry Cochran, | Williamsport, Pa. |
| C. Stuart Patterson, | " | Wm. Emery, | " |
| W. A. Patton, | " | C. A. Mayer, | Lock Haven, Pa. |
| Samuel Rea, | " | John Blanchard, | Bellefonte, Pa. |
| N. P. Shortridge, | " | H. P. Humes, | Jersey Shore, Pa. |
| Geo. Wood, | " | T. DeWitt Cuyler, | Philadelphia, Pa. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John P. Green, | Philadelphia, Pa. |
| Vice President, | Samuel Rea, | " |
| Secretary, | J. M. Harding, | " |
| Treasurer, | Taber Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Bald Eagle Valley R. R. | Vail, Pa., | Lock Haven, Pa. | Penna. R. R. Co., | Lease, | 51.20 |
| | Branches, | | | | 42.75 |
| Total, | | | | | 93.95 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,896,376 35 | Capital stock, | $1,535,000 00 |
| Other permanent investments, | 128,750 00 | Funded debt | 300,000 00 |
| Construction suspense, | 2,008 75 | Current liabilities, | 9,080 00 |
| Cash and current assets, | 1,238,777 63 | Sinking fund, | 100,000 00 |
| | | Profit and loss, | 1,321,832 73 |
| Grand total, | $3,265,912 73 | Grand total, | $3,265,912 73 |

# BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Operated by Western Maryland Railroad Company.
Date of organization: August 19, 1878.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| I. N. Snively, | Waynesboro, Pa. | Winslow S. Pierce, | New York, N. Y. |
| J. Elmer Frantz, | " | F. S. Landstreet, | Baltimore, Md. |
| H. E. Derbyshire, | Chambersburg, Pa. | Alex. Armstrong, | Hagerstown, Md. |
| J. J. Oller, | Waynesboro, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Winslow S. Pierce, | New York, N. Y. |
| President, | I. N. Snively, | Waynesboro, Pa. |
| Vice President, | F. S. Landstreet, | New York, N. Y. |
| Vice President, | Lawrence Greer, | " |
| Secretary, | Jacob J. Miller, | Waynesboro, Pa. |
| Treasurer, | J. T. M. Barnes, | Baltimore, Md. |
| Comptroller, | H. B. Henson, | New York, N. Y. |
| General Auditor, | Robt. Casson, | Baltimore, Md. |
| Assistant Auditor, | Geo. D. Woodrow, | " |
| Manager, | H. G. Clark, | " |
| Superintendent, | Stanton Ennes, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Baltimore & Cumberland Valley R. R. | Maryland State Line. | Waynesboro, Pa. | Western Maryland Railroad Co. | Lease, | 4.55 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $149,500 00 | Capital stock, | $76,700 00 |
| Cash and current assets, | 2,214 00 | Funded debt, | 72,800 00 |
| Other assets: | | Current liabilities, | 2,214 00 |
| Sinking fund, | 7,395 58 | Sinking fund, | 7,395 58 |
| Grand total, | $159,109 58 | Grand total, | $159,109 58 |

# ALLENTOWN RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 19, 1853.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, ..... | Philadelphia, Pa. | D. Jones, ..... | Philadelphia, Pa. |
| Theodore Voorhees, ... | " | B. H. Ball, ..... | " |
| C. E. Henderson, ..... | " | W. G. Brown, ..... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George F. Baer, ..... | Philadelphia, Pa. |
| Secretary, ..... | W. R. Taylor, ..... | " |
| Treasurer, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Ziegler, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Allentown Railroad Co. | Topton, Pa., .. | Kutztown, ..... | Phila. & Reading Railway Co. | Agreement,. | 4.45 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,085,747 94 | Capital stock, ..... | $1,268,884 47 |
| Cash and current assets, ..... | 48,425 29 | Current liabilities, ..... | 12,746 37 |
| Profit and loss, ..... | 147,457 61 | | |
| Grand total, ..... | $1,281,630 84 | Grand total, ..... | $1,281,630 84 |

# ALLENTOWN TERMINAL RAILROAD COMPANY.

Operated by Central Railroad Company of New Jersey and Philadelphia and Reading Railway Company.

Date of organization: August 17, 1888.

Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel O. Dickson, ... | Philadelphia, Pa. | Joseph S. Harris, .... | Philadelphia, Pa. |
| Francis R. Cope, ..... | " | E. W. Clark, Jr., .... | " |
| George F. Baer, ..... | " | R. W. DeForrest, .... | New York, N. Y. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Lewis A. Riley, ..... | Philadelphia, Pa. |
| Vice President, ..... | George B. Harris, ..... | " |
| Secretary and Treasurer, ..... | H. F. Baker, ..... | " |
| Auditor, ..... | E. M. Reynolds, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Allentown Terminal R. R. | Scherbers Mills, Pa. | Connection with Lehigh & Susquehanna R. R. | Central R. R. Co. of New Jersey and Phila. and Reading Ry. Co. | Lease, ..... | 3.33 |
| Branches, ..... | ..... | ..... | ..... | ..... | 1.30 |
| Total, ..... | ..... | ..... | ..... | ..... | 4.63 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,044,728 94 | Capital stock, ..... | $450,000 00 |
| Cash and current assets, ..... | 17,771 50 | Funded debt, ..... | 450,000 00 |
| | | Current liabilities, ..... | 153,500 44 |
| | | Accrued interest on funded debt not yet payable, ..... | 9,000 00 |
| Grand total, ..... | $1,062,500 44 | Grand total, ..... | $1,062,500 44 |

# ALTOONA AND BEECH CREEK RAILROAD COMPANY.

Date of organization: April 17, 1897.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. S. Lee, | Altoona, Pa. | W. L. Shellenberger, | Altoona, Pa. |
| Andrew Kipple, | " | Ed. W. Loudon, | " |
| C. W. Moore, | " | W. J. Heinsling, | " |
| G. W. Loudon, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | W. L. Shellenberger, | Altoona, Pa. |
| Vice President, | W. S. Lee, | " |
| Secretary, | Geo. W. Loudon, | " |
| Treasurer, | W. J. Heinsling, | " |
| General Solicitor, | W. S. Hammond, | " |
| General Manager, | W. L. Shellenberger, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Altoona and Beech Creek R. R., | Altoona, | Fallen Timber, | 18.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $120,266 62 | Capital stock, | $99,600 00 |
| Cash and current assets, | 7,634 46 | Current liabilities, | 23,767 03 |
| Other assets: | | Profit and loss, | 5,458 36 |
| Materials and supplies, | 924 31 | | |
| Grand total, | $128,825 39 | Grand total, | $128,825 39 |

# ARNOT AND PINE CREEK RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: January 12, 1881.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. D. Underwood, ..... | New York City. | W. A. May, ..... | Scranton, Pa. |
| J. Lowber Welsh,* .... | Philadelphia, Pa. | D. H. Jack, ..... | Bradford, Pa. |
| M. F. Elliott, ..... | Oil City, Pa. | G. A. Richardson, ... | New York City. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Vacant. | |
| Vice President, ..... | F. D. Underwood, ..... | New York City. |
| Secretary, ..... | David Bosman, ..... | " |
| Treasurer, ..... | D. W. Bigoney, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Arnot and Pine Creek R. R. | Arnot, Pa., .... | Hoytville, Pa., | Erie R. R. Co., .. | Ownersh i p of stock. | 11.834 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $258,350 74 | Capital stock, ..... | $255,000 00 |
| | | Advanced Tioga R. R., ..... | 3,350 74 |
| Grand total, ..... | $258,350 74 | Grand total, ..... | $258,350 74 |

*Deceased.

# BALD EAGLE VALLEY RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 25, 1861.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, | Philadelphia, Pa. | J. Henry Cochran, | Williamsport, Pa. |
| C. Stuart Patterson, | " | Wm. Emery, | " |
| W. A. Patton, | " | C. A. Mayer, | Lock Haven, Pa. |
| Samuel Rea, | " | John Blanchard, | Bellefonte, Pa. |
| N. P. Shortridge, | " | H. P. Humes, | Jersey Shore, Pa. |
| Geo. Wood, | " | T. DeWitt Cuyler, | Philadelphia, Pa. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John P. Green, | Philadelphia, Pa. |
| Vice President, | Samuel Rea, | " |
| Secretary, | J. M. Harding, | " |
| Treasurer, | Taber Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Bald Eagle Valley R. R. | Vail, Pa., | Lock Haven, Pa. | Penna. R. R. Co., | Lease, | 51.20 |
| | Branches, | | | | 42.75 |
| Total, | | | | | 93.95 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,896,376 85 | Capital stock, | $1,575,000 00 |
| Other permanent investments, | 128,750 00 | Funded debt | 300,000 00 |
| Construction suspense, | 2,008 75 | Current liabilities, | 9,080 00 |
| Cash and current assets, | 1,238,777 63 | Sinking fund, | 100,000 00 |
| | | Profit and loss, | 1,321,832 73 |
| Grand total, | $3,265,912 73 | Grand total, | $3,265,912 73 |

# BALTIMORE AND CUMBERLAND VALLEY RAILROAD COMPANY.

Operated by Western Maryland Railroad Company.
Date of organization: August 19, 1878.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| I. N. Snively, | Waynesboro, Pa. | Winslow S. Pierce, | New York, N. Y. |
| J. Elmer Frantz, | " | F. S. Landstreet, | Baltimore, Md. |
| H. E. Derbyshire, | Chambersburg, Pa. | Alex. Armstrong, | Hagerstown, Md. |
| J. J. Oller, | Waynesboro, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Winslow S. Pierce, | New York, N. Y. |
| President, | I. N. Snively, | Waynesboro, Pa. |
| Vice President, | F. S. Landstreet, | New York, N. Y. |
| Vice President, | Lawrence Greer, | " |
| Secretary, | Jacob J. Miller, | Waynesboro, Pa. |
| Treasurer, | J. T. M. Barnes, | Baltimore, Md. |
| Comptroller, | H. B. Henson, | New York, N. Y. |
| General Auditor, | Robt. Casson, | Baltimore, Md. |
| Assistant Auditor, | Geo. D. Woodrow, | " |
| Manager, | H. G. Clark, | " |
| Superintendent, | Stanton Ennes, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Baltimore & Cumberland Valley R. R. | Maryland State Line. | Waynesboro, Pa. | Western Maryland Railroad Co. | Lease, | 4.55 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $149,500 00 | Capital stock, | $76,700 00 |
| Cash and current assets, | 2,214 00 | Funded debt, | 72,800 00 |
| Other assets: | | Current liabilities, | 2,214 00 |
| Sinking fund, | 7,395 58 | Sinking fund, | 7,395 58 |
| Grand total, | $159,109 58 | Grand total, | $159,109 58 |

# BALTIMORE AND CUMBERLAND VALLEY RAILROAD EXTENSION COMPANY.

Operated by Western Maryland Railroad Company.
Date of organization: June 25, 1880.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Winslow S. Pierce, ... | New York, N. Y. | Geo. B. Cole, ..... | Shippensburg, Pa. |
| Chas. E. H. Brown, .. | Waynesboro, Pa. | W. B. Haycock, ..... | Chambersburg, Pa. |
| Edwd R. McPherson,.. | Shippensburg, Pa. | Samuel E. Eastman, | Concord, N. H. |
| F. S. Landstreet, ..... | Baltimore, Md. | W. H. McCardell, .... | Hagerstown, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, ..... | Winslow S. Pierce, ..... | New York, N. Y. |
| President, ..... | Thad. M. Mahon, ..... | Chambersburg, Pa. |
| Vice President, ..... | F. S. Landstreet, ..... | Baltimore, Md. |
| Vice President, ..... | Lawrence Greer, ..... | New York, N. Y. |
| Secretary, ..... | C. A. Susseratt, ..... | Chambersburg, Pa. |
| Treasurer, ..... | J. T. M. Barnes, ..... | Baltimore, Md. |
| Comptroller, ..... | H. B. Henson, ..... | New York, N. Y. |
| General Auditor, ..... | Robt. Casson, ..... | Baltimore, Md. |
| Assistant Auditor, ..... | Geo. D Woodrow, ..... | " |
| Manager, ..... | H. G. Clark, ..... | " |
| Superintendent, ..... | Stanton Ennes, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Baltimore & Cumberland Valley Railroad Extension. | Waynesboro, Pa. | Shippensburg, Pa. | Western Maryland R. R. Co. | Lease, ..... | 26.52 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $637,135 37 | Capital stock, ..... | $390,600 00 |
| Cash and current assets, ..... | 21,365 00 | Funded debt ..... | 230,000 00 |
| Other assets: | | Current liabilities, ..... | 21,100 33 |
| Sinking fund, ..... | 21,349 65 | Real estate mortgages, ..... | 16,500 00 |
| | | Sinking fund, ..... | 21,349 65 |
| Grand total, ..... | $679,849 98 | Grand total, ..... | $679,849 98 |

# BALTIMORE AND HARRISBURG RAILWAY COMPANY.

Operated by Western Maryland Railroad Company.
Date of organization: Created by merger September 20, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Winslow S. Pierce, .... | New York, N. Y. | L. P. Brockley, ..... | Hanover, Pa. |
| F. S. Landstreet, ..... | Baltimore, Md. | Samuel H. Brown, .. | Waynesboro, Pa. |
| Lawrence Greer, ..... | New York, N. Y. | John McCoy, ..... | York, Pa. |
| J. H. Schmuck, ..... | Hanover, Pa. | Geo. W. Albaugh, ... | Westminster, Md. |
| Reuben Young, ..... | " | R. M. Wirt, ..... | Hanover, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, ..... | Winslow S. Pierce, ..... | New York, N. Y. |
| President, ..... | Howard E. Young, ..... | Hanover, Pa. |
| Vice President, ..... | F. S. Landstreet, ..... | Baltimore, Md. |
| Vice President, ..... | Lawrence Greer, ..... | New York, N. Y. |
| Secretary, ..... | R. M. Wirt, ..... | Hanover, Pa. |
| Treasurer, ..... | J. T. M. Barnes, ..... | Baltimore, Md. |
| General Auditor, ..... | Robt. Casson, ..... | " |
| Assistant Auditor, ..... | Geo. D. Woodrow, ..... | " |
| Manager, ..... | H. G. Clark, ..... | " |
| Superintendent, ..... | Stanton Ennes, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Baltimore & Harrisburg Railway. | Emory Grove, Md. | Orrtanna, Pa., | W. M. R. R. Co., | Lease, ..... | 58.70 |
| Baltimore & Harrisburg Railway. | Valley Jct., Pa. | Hanover Jct., Pa. | W. M. R. R. Co., | Lease, ..... | 6.00 |
| Baltimore & Harrisburg Railway. | Intersection, Pa. | Md. State Line, | W. M. R. R. Co., | Lease, ..... | 1.30 |
| Total, ..... | ..... | ..... | ..... | ..... | 65.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, .... | $1,433,011 55 | Capital stock, ..... | $720,000 00 |
| Western Maryland R. R. Co., .... | 240,768 42 | Funded debt, ..... | 690,000 00 |
| | | Current liabilities, ..... | 11,823 33 |
| | | Profit and loss, ..... | 256,956 64 |
| Grand total, ..... | $1,673,779 97 | Grand total, ..... | $1,673,779 97 |

# BALTIMORE AND HARRISBURG RAILWAY COMPANY, (EASTERN EXTENSION).

Operated by Western Maryland Railroad Company.
Date of organization: November 29, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| A. B. Farquhar, | York, Pa. | J. W. Steacy, | York, Pa. |
| J. C. Schmidt, | " | M. B. Gibson, | " |
| Geo. S. Billmeyer, | " | D. M. Wolf, | Gettysburg, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Winslow S. Pierce, | New York, N. Y. |
| President, | W. H. Lanius, | York, Pa. |
| Vice President, | F. S. Landstreet, | Baltimore, Md. |
| Vice President, | Lawrence Greer, | New York, N. Y. |
| Secretary, | Geo. S. Schmidt, | York, Pa. |
| Treasurer, | J. T. M. Barnes, | Baltimore, Md. |
| Comptroller, | H. B. Henson, | New York, N. Y. |
| Auditor, | Robt. Casson, | Baltimore, Md. |
| Assistant Auditor, | Geo. D. Woodrow, | " |
| Superintendent, | Stanton Ennes, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Baltimore & Harrisburg Railway (Eastern Extension). | Porters, Pa., | York, Pa., | Western Maryland R. R. Co. | Lease, | 16.60 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $570,730 51 | Capital stock, | $563,750 00 |
| Cash and current assets, | 14,093 75 | Current liabilities, | 21,074 26 |
| Grand total, | $584,824 26 | Grand total, | $584,824 26 |

# BALTIMORE AND HARRISBURG RAILWAY COMPANY, (WESTERN EXTENSION).

Operated by Western Maryland Railroad Company.
Date of organization: April 30, 1888.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. Emory Bair, | Gettysburg, Pa. | George B. Beaver, | Geiser, Pa. |
| H. W. McKnight, | " | Harry G. Wolf, | Chambersburg, Pa. |
| Winslow S. Pierce, | New York, N. Y. | Howard E. Young, | Hanover, Pa. |
| F. S. Landstreet, | Baltimore, Md. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Winslow S. Pierce, | New York, N. Y. |
| President, | Howard E. Young, | Hanover, Pa. |
| Vice President, | F. S. Landstreet, | Baltimore, Md. |
| Vice President, | Lawrence Greer, | New York, N. Y. |
| Secretary, | Wm. P. Quimby, | Gettysburg, Pa. |
| Treasurer, | J. T. M. Barnes, | Baltimore, Md. |
| Comptroller, | H. B. Henson, | New York, N. Y. |
| Auditor, | Robt. Casson, | Baltimore, Md. |
| Assistant Auditor, | Geo. D. Woodrow, | " |
| Manager, | H. G. Clark, | " |
| Superintendent, | Stanton Ennes, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Baltimore & Harrisburg Railway (Western Extension). | Orrtanna, Pa., | Highfield, Md., | W. M. R. R. Co., | Lease, | 15.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $264,550 63 | Capital stock, | $240,000 00 |
| Cash and current assets, | 218,949 37 | Funded debt, | 240,000 00 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 2,000 00 |
| Sinking fund, | 12,847 63 | Due sinking fund, | 1,500 00 |
| | | Sinking fund, | 12,847 63 |
| Grand total, | $496,347 63 | Grand total, | $496,347 63 |

2—8—1905

# BALTIMORE AND OHIO RAILROAD COMPANY.

Date of organization: February 28, 1827.
Under laws of what government or state organized: Maryland.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Edward R. Bacon, | New York, N. Y. | Jacob H. Schiff, | New York, N. Y. |
| John P. Green, | Philadelphia, Pa. | James Speyer, | " |
| Edward H. Harriman, | New York, N. Y. | Charles Steele, | " |
| James McCrea, | Pittsburg, Pa. | James Stillman, | " |
| Sutherland M. Prevost, | Philadelphia, Pa. | Geo. F. Randolph, | Baltimore, Md. |
| Samuel Rea, | " | L. Victor Baughman, | Frederick, Md. |
| Norman B. Ream, | Chicago, Ill. | Arthur P. Gorman, | Laurel, Md. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| First Vice President, | Geo. F. Randolph, | " |
| Second Vice President, | Hugh L. Bond, Jr., | " |
| Third Vice President, | Geo. L. Potter, | " |
| Secretary, | C. L. Woolford, | " |
| Treasurer, | J. V. McNeal, | " |
| Comptroller, | H. D. Bulkley, | " |
| Assistant Comptroller, | G. W. Booth, | " |
| General Auditor, | J. T. Leary, | " |
| Auditor of Revenue, | J. M. Watkins, | " |
| General Manager, | T. Fitzgeralds, | " |
| Assistant General Manager, | L. G. Haas, | " |
| Chief Engineer, | D. D. Carothers, | " |
| General Superintendent, | Geo. H. Campbell, | " |

## PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Railroad Line Represented by Capital Stock. | | | |
| Main Line. | | | |
| Schuylkill East Side Railroad, | Park Jct., Phila., | Eastwick, Phila., | 2.80 |
| Baltimore and Philadelphia Railroad, | Eastwick, Phila., | Md. & Del. State Line. | 37.07 |
| Philadelphia Branch, | Md.-Del. State Line, | E. end Bay View Yard. | 49.55 |
| Delaware Branch, | East Side, Phila., | Reed St., Phila., | 5.40 |
| Landenberg Branch, | West Jct., Del., | Landenberg, Pa., | 14.30 |
| Market Street Branch, | Ellsmere Jct., Del., | Market St., Wilm., | 3.02 |
| Lancaster Cecil and Southern Railroad, | Childs, Md., | Prov. Mills, Md., | 4.00 |
| Canton Branch, | Bay View Jct., Md., | Canton, Md., | 2.50 |
| Baltimore Belt Railroad, | End Bay View Yd., | Hamburg St., Balt., | 7.70 |
| Main Line | Camden Sta., Balto., | Wheeling, W. Va., | 376.83 |
| Sparrow's Point Branch, | Sparrows Pt. Jct., Md. | Colgate Creek, Md., | 1.65 |
| Locust Point Branch, | Bailey, Balto., | Locust Pt., Balt., | 2.60 |
| Mt. Clare Branch, | Allegeanna St., Balt., | West Balt., Md., | |
| Mt. Clare Branch, | Mt. Clare Jct., Md., | Carroll, Balt., | 5.70 |

PROPERTY OPERATED—Continued.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Curtis Bay Branch, | Curtis Bay Jct., Md., | Curtis Bay Coal Pier, | 5.46 |
| South Baltimore Branch, | Carroll, Balto., | Clifford, Balto., | 2.00 |
| Metropolitan Branch, | Metropol'n Jc., D. C., | Wash'n Jct., Md., | 42.80 |
| Metropolitan Southern Branch, | Met. So. Jct., Md., | Chevy Chase, Md., | 2.07 |
| Washington Branch, | Relay, Md., | Washington Sta., D. C. | 31.00 |
| Alexandria Branch, | Alex Jct., Md., | Shepherd, D. C., | 12.50 |
| Frederick Branch, | Frederick Jct., Md., | Frederick, Md., | 3.60 |
| Washington County Railroad, | Wevertown, | Hagerstown, Md., | 23.92 |
| Bay Ridge and Annapolis R. R., | Short Line Jct., Md., | Bay Ridge, Md., | 4.50 |
| Cherry Run and Potomac Valley R. R. | Cherry Run W. Va., | Berkley Sta., W. Va. | 13.92 |
| Berkley Springs and Potomac Valley Railroad. | Hancock, W. Va., | Berkley Springs, W. Va. | 5.95 |
| South Branch Railroad, | Green Spring, W. Va. | Romney, W. Va., | 16.10 |
| Patterson Creek and Potomac Railroad, | Patterson Creek, W. Va. | McKenzie, Md., | 6.24 |
| Winchester and Potomac, | Harpers Ferry, W. Va. | Winchester, Va., | 31.43 |
| Winchester and Strasburg Railroad, | Winchester, Va., | Strasburg Jct., Va., | 19.00 |
| Grafton and Bellington Railroad, | Grafton Sta., W. Va., | Bellington, W. Va., | 41.47 |
| Parkersburg Branch, | Grafton Sta., W. Va., | Parkersburg, W. Va., | 103.13 |
| Parkersburg Bridge, | Parkersburg, W. Va., | Marietta Jct., Belpre, O. | 1.22 |
| Paw Paw Railroad, | Belleview, W. Va., | Grays Flat, W. Va., | 7.30 |
| Benwood Bridge, | Benwood Jct., W. Va | Bellaire, O., | 2.01 |
| Pittsburg and Connellsville Railroad, | Mt. Savage Jct., Md. | Pittsburg, Pa., | 146.45 |
| Salisbury Railroad, | Salisbury Jct., Pa., | Niverton, Pa., | 12.57 |
| Berlin Railroad, | Garrett, Pa., | Berlin, Pa., | 8.00 |
| Somerset and Cambria Railroad, | Rockwood, Pa., | Johnstown, Pa., | 45.10 |
| Confluence and Oakland Railroad, | C. & O. Jct., Pa., | Kendall, Md., | 19.70 |
| Ohio and Baltimore Short Line R. R., E. Div. | Greene Jct., Pa., | Elm Siding, Pa., | 8.70 |
| Fayette County Branch, | Greene Jct., Pa., | Uniontown, Pa., | 11.50 |
| Fairmont, Morgantown and Pittsburg Railroad. | Uniontown, Pa., | F. M. & P. Jct., W. Va. | 56.92 |
| Smithfield and Masontown Railroad, | S. & M. Jct., Pa., | Lechrone, Pa., | 7.91 |
| Mt. Pleasant and Broad Ford Railroad, | Broad Ford, Pa., | Mt. Pleasant, Pa., | 9.70 |
| Wheeling, Pittsburg and Baltimore Railroad. | Wheeling Jct., Pa., | Wheeling, W. Va., | 62.43 |
| Adamsburg Branch, | Edna Jct., Pa., | Edna, Pa., | 1.80 |
| Glenwood Railroad, | Marion Jct., Pa., | Wheeling Jct., Pa., | 1.48 |
| Akron and Chicago Junction Railroad, | P. & W. Jct., Akron, O. | Chicago Jct., O., | 76.19 |
| Akron and Chicago Junction Railroad, | P. & W. Jct., Akron, O. | C. T. & V. con., Akron, O. | .53 |
| Cleveland, Wooster and Musk Valley Railroad. | Lodi, O., | Millersburg, O., | 36.28 |
| Central Ohio Railroad as reorganized, | W. Bellaire Sta., O., | 4th Ave., Columbus, Ohio. | 137.30 |
| Bellaire and St. Clairsville Railway, | Neff, O., | St. Clairsville, O., | 6.53 |
| Eastern Ohio Railroad, | Lore City, O., | Cumberland, O., | 16.92 |
| Sandusky, Mansfield and Newark Railroad. | Newark, O., | Sandusky, O., | 116.25 |
| Ohio Midland Railroad, | Newark, O., | Shawnee, O., | 43.86 |
| Ohio Midland Railroad, Rock Run Branch. | Rock Run Jct., O., | C. & H. C. & I. Co. mines. | 2.84 |
| Columbus and Cincinnati Midland Railroad. | C., C., C. & St. L. Jct. Cols. | Midland City, O., | 69.80 |
| Baltimore and Ohio and Chicago Railroad. | Chicago Jct., O., | Brookdale, Ill., | 262.70 |
| Baltimore and Ohio and Chicago Railroad. | Brainerd Jct., Ill., | Forest Hill, Chicago, | 2.22 |
| Baltimore and Ohio and Chicago Railroad. | Rock Is. Jct., Chicago. | C., R. I. & P. con., Chicago. | .08 |
| Branches and Spurs. | | | |
| South Wilmington Branch, | West Yd., Wil., Del., | Commerce St., Wil., | 2.80 |
| Crum Creek Branch, | Leipers, Pa., | Avondale, Pa., | 2.40 |
| Point Breeze Branch, | Jackson St., Phila., | Point Breeze, Phila., | .40 |
| Snyder Avenue Branch, | Moore St., Phila., | Jackson St., Phila., | 1.40 |
| Stock Yard Branch, | Stock Yd. Jct., Phila | Stock Yards, Phila., | .50 |
| Oregon Avenue Extension, | Swanson St., Phila., | Penna. Salt Works, Phila. | .50 |
| Highlandtown Branch, | Highlandtown Jct., | East Av., Highlandtown. | .54 |
| Sea Wall Branch, | Cripps, Md., | Wagners Pt., Md., | 2.33 |
| Patuxent Branch, | Savage, Md., | Guilford, Md., | 4.11 |
| Hardman Branch, | Hardman, W. Va., | Pa. C. & C. Co.'s mines. | 1.40 |

PROPERTY OPERATED—Continued.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Raccoon Valley Branch, | Newburg, W. Va., | Austin Mines, W. Va. | 2.89 |
| Raccoon Valley Gorman Ex., | Austin Mines, W. Va. | Gorman Mines, W. Va. | .81 |
| Baker Branch, | Engle, W. Va., | Aull, W. Va., | 4.12 |
| Frog Hollow Branch, | Martinsburg, W. Va., | Std. Lime & Stone Quarries Co. | 2.64 |
| Berrysburg Branch, | Hackers Jc., W. Va., | Berrysburg, W. Va., | 4.66 |
| Pt. Pleasant, Buckhannon, Tygerts and Valley Branch. | Tygarts Jct., W. Va., | Buckannon Jct., W. Va. | 16.60 |
| Bunnersville Branch, | Lemley Jct., W. Va., | Century, W. Va., | 5.09 |
| Redstone Branch, | Moores Jct., Pa., | Moores, Pa., | 1.00 |
| Grassy Run Extension, | Grassy Run Jct., Pa., | Merchant Mine No. 1, Pa. | 2.50 |
| Hocking Extension, | Hocking Jct., Pa., | Cumberland C. & M. Co. | 1.10 |
| Niver Coal Fields Line, | 1.08 Miles W. Berlin Niver Jct., Pa. | Niver Coal Mine No. 1, Donaldton, Pa. | 3.92 |
| Quemahoning Branch, | Quemahoning Jc., Pa. | Boswell, Pa., | 15.41 |
| Hickman Run Branch, | Hickman Run Jc., Pa. | Cora Mines, Pa., | 2.08 |
| White Creek Branch, | Confluence, Pa., | Unamis, Pa., | 8.30 |
| Brinton Branch, | Bessemer, Pa., | Brinton, Pa., | .55 |
| Wheeling, Pittsburg and Baltimore Riverside Transfer. | Riverside, Pa., | W. Homestead, Pa., | .80 |
| New England Coal Branch, | Sayre, O., | San Toy, O., | 4.10 |
| Proprietary companies, whose entire capital stock, or majority thereof, is owned by this company. | | | |
| Baltimore and New York Railroad, | Arthur Kill Bridge, | Cranford Jct., N. J., | 5.34 |
| West Virginia and Pittsburg Division, | Clarksburg, W. Va., | Richwood, W. Va., | 120.99 |
| Pickens Branch, | Macpelah Jct., W. Va | Pickens, W. Va., | 50.51 |
| Monongahela River Railroad, | W. Va. & P. Jct., W. Va. | Gaston Jct., W. Va., | 30.24 |
| Sutton Branch, | Flatwoods, W. Va., | Sutton, W. Va., | 5.63 |
| Ohio River Railroad, | Benwood Jc., W. Va., | W. Bank Guyandotte River. | 207.82 |
| Huntingdon and Big Sandy Railroad, | W. B'k Guyandotte R. | Kenova, W. Va., | 10.92 |
| West Virginia Short Line Railroad, | Brooklyn Jc., W. Va., | Short Line Jct., W. Va. | 58.00 |
| Ripley and Mill Creek Valley Railroad, | Millwood, W. Va., | Ripley, W. Va., | 13.00 |
| Tylerdale Connecting Railroad, | W. Washington, Pa. | Tylerdale, Pa., | 1.32 |
| Pittsburg Junction Railroad, | Laughlin Jct., Pa., | Willow Grove, Pa., | 4.50 |
| Pittsburg Junction Railroad, River Branch. | 36th St., Pbg., Pa., | 9th St., Pittsb'g, Pa., | 2.10 |
| Pittsburg and Western Railroad, Standard Guage. | Spruce St., Allegh'y, | Bennetts, Pa., | 5.65 |
| Pittsburg and Western Railroad, Standard Guage. | Pine Creek, Pa., | W. end N. C. Jct. yard. | 50.73 |
| Pittsburg and Western Railroad, Standard Guage. | Callery, Pa., | Butler, Pa., | 13.90 |
| Pittsburg and Western Railroad, Standard Guage. | Butler, Pa., | Foxburg, Pa., | 30.16 |
| Pittsburg and Western Railroad, Standard Guage. | Harmony Jct., Pa., | Ribold Jct., Pa., | 8.08 |
| Pittsburg and Western Railroad, Duck Run Branch. | Frisco, Pa., | Crothers, Pa., | 5.80 |
| Pittsburg and Western Railroad, Standard Guage | W. end of N. C. Jct. yard. | Div. St., New Castle, Pa. | 2.28 |
| Pittsburg and Western Railroad, Narrow Guage. | Foxburg, Pa., | Mt. Jewett, Pa., | 92.82 |
| Pittsburg and Western Railroad, Narrow Guage. | Kane Jct., Pa., | Kane, Pa., | .35 |
| Pittsburg and Western Railroad, Narrow Guage. | Clarion Jct., Pa., | West Clarion, Pa., | 6.52 |
| Pittsburg and Northern Railroad, Narrow Guage. | Bennetts, Pa., | Brookville, Pa., | 3.30 |
| Pittsburg, Cleveland and Toledo Railroad. | W. End N. C. Jct. Yd. | Kent, Ohio, | 68.09 |
| Pittsburg, Cleveland and Toledo Railroad. | Cuyahoga Falls, O., | P. & W. Jc., Akron, Ohio. | 3.86 |
| Pittsburg, Painesville and Fairport Railway. | De Forest Jct., O., | Fairport, O., | 53.00 |
| Trumbull and Mahoning Railroad, Standard Guage. | Hazeton, O., | Ohio Steel Plant, O., | 5.50 |
| Trumbull and Mahoning Railroad, Narrow Guage. | Ohio Steel Plant, O., | Niles, O., | 5.58 |
| Mahoning Valley Western R. R., | Newton Falls, O., | Cuyahoga Falls, O., | 28.55 |

PROPERTY OPERATED—Continued.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| **Baltimore and Ohio, S. W. R. R., Main Line.** | | | |
| Marietta Branch, | Belpre, O., | Marietta, O., | 11.09 |
| B. & O. S. W., Main Line, | Belpre, O., | Relay St'n E. St. L., | 527.83 |
| B. & O. S. W., Main Line, Portsmouth Branch. | Hamden, O., | Portsmouth, O., | 55.43 |
| B. & O. S. W., Main Line, Hillsboro Branch. | Blanchester, O., | Hillsboro, O., | 21.43 |
| **B. & O. S. W. R. R.** | | | |
| Main Line, Carbondale Branch, | Mineral, O., | Carbondale, O., | 5.75 |
| Main Line, Louisville Branch, | No. Vernon, Ind., | Jeffersonville, Ind., | 53.45 |
| Main Line, New Albany Branch, | Watson, Ind., | New Albany, Ind., | 7.50 |
| Main Line, Bedford Branch, | Riverdale, Ind., | Bedford, Ind., | 10.22 |
| Main Line, Springfield Branch, | Beardstown, Ill., | Shawneetown, Ill., | 228.12 |
| **Lines Operated Under Contract.** | | | |
| Cumberland and Penn'a Railroad, | Viaduct Jct., Md., | Mt. Savage Jct., Md., | 3.13 |
| **Lines Operated Under Trackage Rights.** | | | |
| P., C., C. & St. L. Ry. Co., | Benwood Jct., W. Va. | Wheeling, W. Va., | 4.00 |
| Pennsylvania Railroad, Youghiogheny Branch. | Yough R. R. Jc., Pa., | Edna Jct., Pa., | 9.80 |
| West Penn Railroad, | Bennetts, Pa., | Pine Creek, Pa., | 1.07 |
| Pennsylvania Company, New Castle Branch. | Div. St., New Castle, | Union Sta., New Castle. | .64 |
| Allegheny Valley Railroad, | 16th St., Pittsburg, | 20th St., Pittsburg, | .24 |
| C., R. I. & P. Ry., | C., R. I. & P. con. Chicago. | Brainard Jct., Chicago. | 6.27 |
| Chicago Terminal Transfer Railway, | Forest Hill, Chicago, | Gr. Cent. Sta., Chicago. | 11.20 |
| C., C., C. & St. L. Ry., | Union Sta., Columbus. | C., C., C. & St. L. Jc., Col's. | 1.40 |
| C., C., C. & St. L. Ry., | Transfer Depot, | Union Depot, Cin., | 1.20 |
| Ky. & Ind. Bridge & R. R. Co., | New Albany, Ind., | 7th St., Louisville, Ky. | 3.53 |
| Zanesville Terminal Railroad, | W. Zanesville, O., | Spangler, O., | 2.62 |
| Cleveland and Muskingum Valley Railroad. | Spangler, O., | Crooksville, O., | 11.00 |
| Zanesville and Western Railroad, | Crooksville, O., | Sayre, O., | 6.50 |
| Total, | | | 4,024.71 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $309,637,203 69 | Capital stock, | $184,258,524 31 |
| Cost of equipment, | 50,662,723 98 | Funded debt, | 243,963,430 00 |
| Stocks owned, | 32,951,326 86 | Current liabilities, | 21,341,269 18 |
| Bonds owned, | 10,597,332 01 | Real estate mortgages, | 20,000 00 |
| Other permanent investments, | 710,148 58 | Accrued interest on funded debt not yet payable, | 1,485,828 97 |
| Securities held to retire old stock and bonds, | 259,742 40 | Capitalized ground rents, | 897,516 83 |
| Real estate, | 12,315,832 78 | Old bonds and stocks not deposited, | 143,527 00 |
| Cash and current assets, | 43,884,062 37 | Dividend declared not yet payable, | 4,306,801 50 |
| Other assets: Materials and supplies, | 4,993,369 61 | Debenture bonds, | 582,000 00 |
| Washington Terminal advance account, | 122,442 92 | Profit and loss, | 9,135,287 41 |
| Grand total, | $466,134,185 20 | Grand total, | $466,134,185 20 |

# BALTIMORE AND PHILADELPHIA RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: February 17, 1883.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. C. F. Bent, ..... | Baltimore, Md. | A. E. Sanborn, ..... | Wilmington, Del. |
| H. A. DuPont, ..... | Wilmington, Del. | Henderson Weir, ..... | " |
| Chas. S. Gawthrop, ... | " | Jas. P. Winchester, .. | " |
| Oscar G. Murray, ..... | Baltimore, Md. | C. W. Woolford, ..... | Baltimore, Md. |
| Geo. F. Randolph, .... | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Oscar G. Murray, ..... | Baltimore, Md. |
| Vice President, ..... | Geo. F. Randolph, ..... | " |
| Secretary, ..... | C. W. Woolford, ..... | " |
| Treasurer, ..... | J. V. McNeal, ..... | " |
| Auditor, ..... | J. L. Kirk, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Baltimore & Philadelphia R. R. Co. Main Line. | Eastwick, Philadel., Pa. | Md. & Del. State Line. | Baltimore & Ohio R. R. Co. | Ownership of stock. | 37.07 |
| Landenberg Branch. | West Jct., Del., | Landenberg, Pa. | Baltimore & Ohio R. R. Co. | Ownership of stock. | 14.30 |
| Market St. Branch, | Elsmere Jct., Del. | Market street, Wilmington, Del. | Baltimore & Ohio R. R. Co. | Ownership of stock. | 3.02 |
| Branches & Spurs. South Wilmington Branch. | West Yard, Wilmington, Del. | Commerce St., Wilmn. Del. | Baltimore & Ohio R. R. Co. | Ownership of stock. | 2.80 |
| Crum Creek Branch. | Liepers, Pa., .. | Avondale, Pa., | Baltimore & Ohio R. R. Co. | Ownership of stock. | 2.40 |
| Total, ..... | ..... | ..... | ..... | ..... | 59.59 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $11,153,171 45 | Capital stock, | $4,996,850 00 |
| | | Delaware Western stock to be redeemed, | 3,150 00 |
| | | Funded debt, | 4,840,000 00 |
| | | Current liabilities, | 1,313,171 45 |
| Grand total, | $11,153,171 45 | Grand total, | $11,153,171 45 |

# BANGOR AND PORTLAND RAILWAY COMPANY.

Date of organization: September 25, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Conrad Miller, | Nazareth, Pa. | B. D. Caldwell, | New York, N. Y. |
| W. H. Truesdale, | New York, N. Y. | Fred. F. Chambers, | " |
| Everett Warren, | Scranton, Pa. | E. E. Loomis, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | E. E. Loomis, | 26 Exchange Place, N. Y. |
| Vice President, | B. D. Caldwell, | " |
| Secretary and Treasurer, | Fred. F. Chambers, | " |
| Auditor, | O. C. Post, | " |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Bangor and Portland Ry Co. Main Line, | Portland, | Bath, | 28.77 |
| Branches. | | | |
| Martins Creek, | Nazareth Jct., | Martins Creek, | 4.54 |
| West Bangor, | West Bangor Jct., | Crown Quarry, | 2.13 |
| Pen Argyl, | Pen Argyl Jct., | Pen Argyl, | .50 |
| Wind Gap, | Wind Gap Jct., | Wind Gap, | 1.44 |
| American Bangor, | Am. Bangor, | Am. Bangor, | 1.00 |
| Total, | | | 38.38 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, ... | $901,672 46 | Capital stock, ..... | $510,000 00 |
| Cash and current assets, ..... | 42,465 11 | Funded debt, ..... | 320,000 00 |
| | | Current liabilities, ..... | 72,695 91 |
| | | Accrued interest on funded debt not yet payable, ..... | 1,000 00 |
| | | Profit and loss, ..... | 40,441 66 |
| Grand total, ..... | $944,137 57 | Grand total, ..... | $944,137 57 |

# BARE ROCK RAILROAD COMPANY.

Date of organization: October 19, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Jno. Murdock, ..... | Johnstown, Pa. | J. C. Duncan, ..... | Johnstown, Pa. |
| J. M. Murdock, ..... | " | E. B. McColly, ..... | Greensburg, Pa. |
| W. F. Murdock, ..... | " | E. L. Fox, ..... | Somerset, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, ..... | John Murdock, ..... | Johnstown, Pa. |
| President, ..... | John Murdock, ..... | " |
| Secretary, ..... | W. F. Murdock, ..... | " |
| Treasurer, ..... | J. M. Murdock, ..... | " |
| Auditor, ..... | N. H. Humphries, ..... | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Bare Rock Railroad Co., ..... | Milford Station, ..... | Bare Rocks, ..... | 2.05 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $18,687 20 | Capital stock, | $19,900 00 |
| Cost of equipment, | 7,324 60 | Current liabilities, | 7,679 31 |
| Cash and current assets, | 400 00 | | |
| Profit and loss, | 1,167 51 | | |
| Grand total, | $27,579 31 | Grand total, | $27,579 31 |

# BEAVER AND ELLWOOD RAILROAD COMPANY.

Operated by Pittsburg and Lake Erie Railroad Company.
Date of organization: May 20, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. A. Gelbach, | Ellwood City, Pa. | J. A. Frowenheim, | Zellonople, Pa. |
| Saml. A. Roelofs, | " | J. S. Vollmer, | Pittsburg, Pa. |
| F. S. Blatt, | " | G. Blaine Saucher, | Ellwood City, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. A. Gelbach, | Ellwood City, Pa. |
| Secretary and Treasurer, | Saml. A. Roelofs, | " |
| General Solicitor, Attorney, or General Counsel, | Chas. McKee, | Pittsburg, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Beaver & Ellwood R. R. | Ellwood Jct., | Hazen Coal Mine. | P. & L. E. R. R., | Rental, | 2.10 |
| Beaver & Ellwood R. R. | | Branches and Spurs. | P. & L. E. R. R., | Rental, | 5.41 |
| Total, | | | | | 7.51 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $295,145 07 | Capital stock, | $150,000 00 |
| Cost of equipment, | 8,609 46 | Funded debt, | 150,000 00 |
| Stocks owned, | 2,000 00 | Current liabilities, | 5,000 00 |
| Cash and current assets, | 20,333 27 | Accrued taxes not yet payable, | 66 54 |
| | | Profit and loss, | 21,031 26 |
| Grand total, | $326,067 80 | Grand total, | $326,067 80 |

# BEAVER VALLEY RAILROAD COMPANY.

Date of organization: September 5, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. N. Pew, | Philadelphia, Pa. | F. G. Brown, | Pittsburg, Pa. |
| Arthur E. Pew, | " | W. S. Miller, | " |
| Frank Cross, | Marcus Hook, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. N. Pew, | Philadelphia, Pa. |
| Vice President, | W. S. Miller, | Pittsburg, Pa. |
| Secretary and Treasurer, | Arthur E. Pew, | Philadelphia, Pa. |
| Chief Engineer, | W. A. Clingston, | Pittsburg, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Beaver Valley R. R. Co., | Bridgewater, | Vanport, | 2.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $101,031 44 | Capital stock, | $99,600 00 |
| Cost of equipment, | 5,100 00 | Current liabilities, | 9,102 65 |
| Other permanent investments, | 2,543 15 | Profit and loss, | 677 00 |
| Cash and current assets, | 705 06 | | |
| Grand total, | $109,379 65 | Grand total, | $109,379 65 |

# BEDFORD AND BRIDGEPORT RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: April 29, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Jno. P. Green, | Philadelphia, Pa. | Saml. Rea, | Philadelphia, Pa. |
| Chas. E. Pugh, | " | E. T. Postlewaite, | " |
| W. A. Patton, | " | C. M. Bunting, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | R. D. Barclay, | Philadelphia, Pa. |
| Secretary, | J. M. Harding, | " |
| Treasurer, | Taber Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Bedford & Bridgeport Ry. | Mt. Dallas, Pa. | State Line, Pa. & Md. | Penna. R. R. Co., | Resolution of Board Directors. | 38.70 |
| | Branch, | | | | 10.47 |
| Total. | | | | | 49.17 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,305,112 12 | Capital stock, | $600,000 00 |
| Construction suspense account, | 28,779 47 | Funded debt, | 1,700,000 00 |
| Cash and current assets, | 38,710 32 | Current liabilities, | 87,506 07 |
| Profit and loss, | 29,070 83 | Accrued interest on funded debt not yet payable, | 14,166 67 |
| Grand total, | $2,401,672 74 | Grand total, | $2,401,672 74 |

# BEDFORD AND HOLLIDAYSBURG RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: October 11, 1902.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John G. McGraw, | Bedford, Pa. | Geo. Wood, | Philadelphia, Pa. |
| John M. Reynolds, | " | W. H. Barnes, | " |
| John P. Green, | Philadelphia, Pa. | R. D. Barclay, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel Rea, | Philadelphia, Pa. |
| Secretary, | F. W. Schwartz, | " |
| Treasurer, | Tabor Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Engineer, | Jos. N. Crawford, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Bedford & Hollidaysburg R. R. | Cessna, Pa., | Imler, Pa., | Penna. R. R. Co., | | 11.81 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $193,371 42 | Capital stock, | $200,000 00 |
| Cash and current assets, | 11,441 72 | Current liabilities, | 11,823 51 |
| Profit and loss, | 7,010 37 | | |
| Grand total, | $211,823 51 | Grand total, | $211,823 51 |

# BEECH CREEK RAILROAD COMPANY.

Operated by New York Central and Hudson River Railroad Company, Lessee.
Date of organization: June 29, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Marlin E. Olmsted, | Harrisburg, Pa. | Wm. H. Newman, | New York, N. Y. |
| Wm. H. Vanderbilt, | New York, N. Y. | George F. Baer, | Philadelphia, Pa. |
| Hamilton McK. Twombly. | " | Wm. D. Kelly, | " |
| | | James Kerr, | New York, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Marlin E. Imsted, | Harrisburg, Pa. |
| Vice President, | William H. Newman, | Grand Central Station, N. Y. |
| Secretary, | Dwight W. Pardee, | " " |
| Treasurer, | Edward L. Rossiter, | " " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Beech Creek R. R., | Jersey Shore, | Mahaffy Jct., | N. Y. C. and H. R. R. Co. | Lease, | 112.34 |
| | Sundry Mine Branches. | | | | 50.11 |
| Total, | | | | | 162.45 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, ..... | $12,575,740 36 | Capital stock, ..... | $6,000,000 00 |
| | | Funded debt ..... | 6,000,000 00 |
| | | N. Y. C. & H. R. R. Co., ..... | 575,740 36 |
| Grand total, ..... | $12,575,740 36 | Grand total, ..... | $12,575,740 36 |

# BEECH CREEK EXTENSION RAILROAD COMPANY.

Operated by New York Central and Hudson River Railroad Company.
Date of organization by consolidation: March 31, 1905.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Marlin E. Olmsted, ... | Harrisburg, Pa. | Frank E. Harriman, . | Philadelphia, Pa. |
| Wm. H. Newman, ..... | New York, N. Y. | William D. Kelly, .... | " |
| E. V. W. Rossiter, ... | " | Albert F. Kelly, ..... | " |
| John Carstensen, ..... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Marlin E. Olmsted, .... | Harrisburg, Pa. |
| Vice President, ..... | William H. Newman, .. | Grand Central Station, N. Y. |
| Secretary, ..... | Dwight W. Pardee, .... | " " |
| Treasurer, ..... | Edward L. Rossiter, .... | " " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Beech Creek Extension R. R. | Keating, ..... | Clearfield, ..... | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | 52.08 |
| | Curwensville, . | Surry, ..... | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | 15.77 |
| | Harmon, ..... | Irvona, ..... | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | 26.76 |
| | Mehaffy, ..... | Arcadia, ..... | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | 12.95 |
| McGees Connection. | P. & E. R. R., | P. & N. W. R. R. | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | .35 |
| Browns Connection. | Browns, ..... | McElhatton, .. | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | 1.21 |
| Three Runs Branch. | Cataract, ..... | Potterdale, ..... | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | 2.09 |
| Canoe Creek Branch. | Rossiter Jct., .. | Rossiter, ..... | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | 2.86 |
| Boardman Branch, | Potts Run Jct., | Boardman, .... | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | 4.33 |
| Cherry Tree Branch. | Dowler Jct., ... | Cherry Tree, .. | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | 9.07 |
| Victor 11-14 Branch. | Junction, ..... | Victor Mines, .. | N. Y. C. & H. R. R. Co., Lessee. | Lease, ..... | .86 |
| Total, ..... | ..... | ..... | ..... | ..... | 128.33 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, ..... | $10,726,133 20 | Capital stock, ..... | $5,179,000 00 |
| | | Funded debt, ..... | 4,013,218 93 |
| | | Current liabilities, ..... | 1,533,914 27 |
| Grand total, ..... | $10,726,133 20 | Grand total, ..... | $10,726,133 20 |

# BELLEFONTE CENTRAL RAILROAD COMPANY.

Date of organization: January 12, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Francis F. Milne, ..... | Philadelphia, Pa. | Chas. S. Wheelan, .... | Philadelphia, Pa. |
| R. Dale Benson, ..... | " | J. Hunter Ewing, ... | " |
| Theodore M. Etting, .. | " | Thos. A. Shoemaker, | Bellefonte, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Robert Frazer, ..... | Philadelphia, Pa. |
| Secretary and Treasurer, ..... | Thos. R. Osbourn, ..... | " |
| Attorney, ..... | John S. Gerhard, ..... | " |
| General Superintendent, ..... | F. H. Thomas, ..... | Bellefonte, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Bellefonte Central R. R., ..... | Bellefonte, ..... | Pine Grove Mills, ... | 21.34 |
| | Struble, ..... | State College, ..... | 1.16 |
| | Mattern Junc., ..... | Scotia, ..... | 2.36 |
| | Grayrdale, ..... | Mattern, ..... | 1.50 |
| | Coleville, ..... | Terminal, ..... | .22 |
| | Lambourne, ..... | Bank, ..... | .13 |
| | ..... | | 26.71 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $608,123 68 | Capital stock, | $500,000 00 |
| Cash and current assets, | 7,143 78 | Funded debt, | 48,000 00 |
| Other assets: | | Current liabilities, | 10,711 33 |
| Materials and supplies, | 10,949 23 | Profit and loss, | 74,857 36 |
| Sundries, | 7,352 00 | | |
| Grand total, | $633,568 69 | Grand total, | $633,568 69 |

# BELLS RUN RAILROAD COMPANY.

Date of organization: October 2, 1903.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. La Rue Munsen, | Williamsport, Pa. | Jas. H. Neece, | Williamsport, Pa. |
| Jno. G. Candor, | " | L. O. Scott, | " |
| Hugh Gilmore, | " | John M. Wilson, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. E. Cole, | Williamsport, Pa. |
| Vice President, | C. LaRue Munson, | " |
| Secretary, | Jas. H. Neece, | " |
| Treasurer, | Hugh Gilmore, | " |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Bells Run R. R., | Jct. with Dents Run R. R. at mouth Bells Run in Benezette Twp., Elk co., Pa. | Point on P. & E. near Beechwood Sta. in Shippin Township, Cameron co. | 14.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $30,813 70 | Capital stock, | $22,200 00 |
| Cash and current assets, | 1,163 26 | Current liabilities, | 279 55 |
| | | Profit and loss, | 9,497 41 |
| Grand total, | $31,976 96 | Grand total, | $31,976 96 |

# BELVIDERE DELAWARE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 2, 1836.
Under laws of what government or state organized: New Jersey.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John P. Green, | Philadelphia, Pa. | Lewis Perrine, | Trenton, N. J. |
| N. P. Shortridge, | " | H. B. Ely, | Philadelphia, Pa. |
| Samuel Rea, | " | W. H. Barnes, | " |
| George Wood, | " | Chas. E. Pugh, | " |
| Jno. A. Anderson, | Lambertville, N. J. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John P. Green, | Philadelphia, Pa. |
| Vice President, | Samuel Rea, | " |
| Secretary, | F. W. Schwarz, | " |
| Treasurer, | John M. Wood, | " |
| Chief Engineer, | W. H. Brown, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Belvidere, Delaware Railroad. | Trenton, N. J., | Manunka Chunk, N. J. | Penna. R. R. Co., | Lease, | 67.49 |
| | Lambertville, N. J. | Flemington, N. J. | Penna. R. R. Co., | | 11.55 |
| | Coalport in Trenton, N. J. | East Trenton, N. J. | Penna. R. R. Co., | | 1.67 |
| | Martins Creek, N. J. | Middle of Del. River. | Penna. R. R. Co., | | .14 |
| | Middle of Del. River. | Bangor and Portland R. R. Junc. | Penna. R. R. Co., | | .15 |
| Total, | | | | | 81.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $4,124,836 86 | Capital stock, | $1,253,000 00 |
| Construction suspense, | 73,505 67 | Funded debt, | 2,749,000 00 |
| Cash and current assets, | 480,702 63 | Current liabilities, | 34,453 73 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 19,150 00 |
| Sinking fund, | 137,116 95 | Sinking fund, | 237,116 95 |
| | | Profit and loss, | 533,443 44 |
| Grand total, | $4,826,162 11 | Grand total, | $4,826,162 11 |

# BERLIN RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: July 19, 1879.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. W. Grove, | Pittsburg, Pa. | F. M. Mechlin, | Pittsburg, Pa. |
| S. C. Hartley, | Myersdale, Pa. | S. A. Philson, | Berlin, Pa. |
| W. M. Kennedy, | Pittsburg, Pa. | C. W. Woolford, | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |
| General Manager, | T. Fitzgerald, | " |
| Chief Engineer, | D. D. Carothers, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Berlin R. R., | Garrett, Pa., | Berlin, Pa., | B. & O. R. R. Co. | Ownership, | 8.00 |
| Niver Coal Field Line. | 1.08 miles W. of Berlin Niver River Jct., Pa. | Niver Coal Mines No. 1, Donaldson, Pa. | B. & O. R. R. Co. | | 3.93 |
| Total, | | | | | 11.93 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $113,615 22 | Capital stock, | $50,000 00 |
| | | Current liabilities, | 63,615 22 |
| Grand total, | $113 615 22 | Grand total, | $113,615 22 |

# BESSEMER AND LAKE ERIE RAILROAD COMPANY.

Date of organization: January 1, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. W. Blackburn, | Pittsburg, Pa. | G. W. Kepler, | Pittsburg, Pa. |
| L. C. Bihler, | " | E. H. Utley, | " |
| D. M. Clemson, | " | D. G. Kerr, | " |
| E. H. Gady, | New York, N. Y. | J. H. Reed, | " |
| R. A. Franks, | Hoboken, N. J. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | James H. Reed, | Pittsburg, Pa. |
| Vice President, | E. H. Utley, | " |
| Secretary and Treasurer, | G. W. Kepler, | " |
| General Counsel, | Reed, Smith, Shaw and Reed, | " |
| Assistant General Counsel, | E. A. Templeton, | Greenville, Pa. |
| Auditor, | William J. Post, | Pittsburg, Pa. |
| General Manager, | E. H. Utley, | " |
| General Superintendent, | H. T. Portel, | Greenville, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Main Line, | North Bessemer, | Conneaut Harbor, | 146.32 |
| Main Line (B. & L. E.), | Kremis, | N. O. Jct., | 8.87 |
| Unity Branch, | North Bessemer, | Unity, | 1.10 |
| Hilliard Branch, | Branchton, | Hilliards, | 10.30 |
| Gomersal Branch, | Branchton, | Hilliards, | .57 |
| Mercer Branch, | Mercer Jct., | Mercer | .90 |
| Erie Branch, | Conneaut, | Wallace Jct., | 8.71 |
| Erie Branch, | Cascade, | Erie, | 2.16 |
| Branches on Branches. | | | 3.33 |
| Traffic spurs and interchange tracks, | | | 26.72 |
| M. C. L. & L. R. R., | Meadville, | Linesville, | 20.54 |
| Exposition Branch, | Lynees Jct., | Exposition Park, | 1.20 |
| Vallonia Branch, | Meadville, | Vallonia, | 1.05 |
| N. Y. C. & St. L. R. R., | Cascade, | Wallace Jct., | 12.40 |
| B. & O. R. R., | Pittsburg Jct., | Butler, | .50 |
| Total, | | | 243.57 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $517,124 76 | Capital stock, | $500,000 00 |
| Cost of equipment, | 1,511,693 23 | Funded debt, | 1,396,000 00 |
| Stocks owned, | 10 00 | Current liabilities, | 1,057,271 73 |
| Other permanent investments, | 648,285 64 | Accrued interest on funded debt not yet payable, | 198,800 00 |
| Cash and current assets, | 442,838 64 | Destroyed cars, etc., | 19,927 23 |
| Other assets: | | Profit and loss, | 396,613 49 |
| Materials and supplies, | 160,194 73 | | |
| Sundries, | 287,415 45 | | |
| Grand total, | $3,567,612 45 | Grand total, | $3,567,612 45 |

# BIG LEVEL AND KINZUA RAILROAD COMPANY.

Operated by Buffalo, Bradford and Kane Railroad Company.
Date of organization: August 27, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| S. S. Bullis, | Bradford, Pa. | G. P. Bullis, | Vicksburg, Miss. |
| R. B. Campbell, | " | C. V. Merrick, | Bradford, Pa. |
| W. W. Bell, | " | D. H. Jack, | " |
| R. S. Bullis, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | W. W. Bell, | Bradford, Pa. |
| First Vice President, | S. S. Bullis, | Vicksburg, Miss. |
| Second Vice President, | G. P. Bullis, | Bradford, Pa. |
| Secretary and Treasurer, | R. S. Bullis, | " |
| Attorney, or General Counsel, | D. H. Jack, | " |
| Auditor, | R. S. Bullis, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Big Level and Kinzua R. R. Co. | Armsby, | Mt. Jewett, | Buffalo, Bradford and Kane R. R. Co. | Lease, | 10.05 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, .... | $200,607 53 | Capital stock, ..... | $150,000 00 |
| Cash and current assets, ..... | 498 25 | Funded debt, ..... | 50,000 00 |
| | | Profit and loss, ..... | 1,105 78 |
| Grand total, ..... | $201,105 78 | Grand total, ..... | $201,105 78 |

# BLOOM RUN RAILROAD COMPANY.

Date of organization: June 24, 1902.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| H. S. Kerbaugh, ..... | Arcade Bdg., Phila. | Z. C. Sickler, ..... | Arcade Bdg., Phila. |
| Frank Brown, ..... | Arcade Bdg., Phila. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | H. S. Kerbaugh, ..... | Philadelphia, Pa. |
| Vice President, ..... | Frank Brown, ..... | " |
| Secretary and Treasurer, ..... | B. C. Seeds, ..... | Altoona, Pa. |
| General Solicitor, ..... | John W. Kephart, ..... | Ebensburg, Pa. |
| General Manager, ..... | Frank Murphy, ..... | Altoona, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Bloom Run, ..... | Stronach, ..... | Bloom Postoffice, .... | 5.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $75,245 62 | Capital stock, ..... | $40,000 00 |
| Profit and loss, ..... | 24,791 95 | Current liabilities, ..... | 60,037 57 |
| Grand total, ..... | $100,037 57 | Grand total, ..... | $100,037 57 |

# BLOOMSBURG & SULLIVAN RAILROAD COMPANY.

Date of oganization: December 31, 1883.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel Wigfall, ..... | Bloomsburg, Pa. | C. G. Appleton, ..... | Philadelphia, Pa. |
| L. E. Waller, ..... | " | F. W. Buck, ..... | " |
| J. K. Gratz, ..... | " | Chas. H. James, ..... | " |
| H. J. Conner, ..... | Orangeville, Pa. | H. T. Dechert, ..... | " |
| Wm. P. Gest, ..... | Philadelphia, Pa. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, ..... | Saml. Wigfall, ..... | Bloomsburg, Pa. |
| Vice President, ..... | H. T. Dechert, ..... | Philadelphia, Pa. |
| Secretary and Treasurer, ..... | H. J. Conner, ..... | Orangeville, Pa. |
| Attorney, or General Counsel, ..... | L. E. Waller, ..... | Bloomsburg, Pa. |
| General Superintendent, ..... | W. C. Snyder, ..... | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Bloomsburg and Sullivan R. R., ..... | Bloomsburg, ..... | Jamison City, ..... | 30.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,199,000 00 | Capital stock, ..... | $600,000 00 |
| Cash and current assets, ..... | 59,013 80 | Funded debt, ..... | 575,500 00 |
| | | Current liabilities, ..... | 14,510 25 |
| | | Special fund, ..... | 10,000 00 |
| | | Cancelled bonds, ..... | 23,500 00 |
| | | Profit and loss, ..... | 34,503 55 |
| Grand total, ..... | $1,258,013 80 | Grand total, ..... | $1,258,013 80 |

# BRADFORD & WESTERN PENNSYLVANIA RAILROAD COMPANY.

Date of organization: July 27, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Saml. P. Kennedy, .... | Bradford, Pa. | Harry E. Schonblom, | Bradford, Pa. |
| Thos. H. Kennedy, .... | " | Thos. B. Clark, ..... | " |
| Wm. C. Kennedy, ..... | " | D. L. Mallory, Jr., ... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Samuel P. Kennedy, ..... | Bradford, Pa. |
| Vice President, ..... | Thos. H. Kennedy, ..... | " |
| Secretary, ..... | D. L. Mallory, Jr., ..... | " |
| Treasurer, ..... | Wm. C. Kennedy, ..... | " |
| General Superintendent, ..... | Henry Bomaster, ..... | Lewis Run, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Main Line, ..... | Lewis Run, ..... | Big Camp, ..... | 7.24 |
| Branch, ..... | Merrick, ..... | Miam, ..... | .94 |
| Total, ..... | ..... | ..... | 8.18 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $30,960 71 | Capital stock, ..... | $36,000 00 |
| Cost of equipment, ..... | 7,170 60 | Current liabilities, ..... | 6,309 94 |
| Cash and current assets, ..... | 43 05 | | |
| Profit and loss, ..... | 4,135 58 | | |
| Grand total, ..... | $42,309 94 | Grand total, ..... | $42,309 94 |

# BROCK RAILROAD COMPANY.

Date of organization: April 27, 1903.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| M. S. Kline, ..... | Ridgway, Pa. | P. W. Cashman, ..... | Pardus. |
| Fred. H. Ely, ..... | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | M. S. Kline, ..... | Ridgway, Pa. |
| Secretary, ..... | P. W. Cashman, ..... | Pardus, Pa. |
| General Manager, ..... | B. E. Cartwright, ..... | 45 N. Division st., Buffalo, N. Y. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Brock Railroad Co., ..... | Brockwayville, Pa., ... | Firman, Pa., ..... | 1.63 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $20,000 00 | Capital stock, ..... | $20,000 00 |
| Cost of equipment, ..... | 3,949 78 | Current liabilities, ..... | 91 |
| Cash and current assets, ..... | 9,363 90 | Profit and loss, ..... | 13,312 77 |
| Grand total, ..... | $33,313 68 | Grand total, ..... | $33,313 68 |

# BROCKPORT AND SHAWMUT RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: July 31, 1886.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. A. May, ..... | Scranton, Pa. | C. V. Merrick, ..... | Bradford, Pa. |
| D. H. Jack, ..... | Bradford, Pa. | G. A. Richardson, ..... | New York, N. Y. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | D. H. Jack, ..... | Bradford, Pa. |
| Vice President, ..... | F. D. Underwood, ..... | New York, N. Y. |
| Secretary, ..... | David Bosman, ..... | " |
| Treasurer, ..... | D. W. Bigoney, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Brockport & Shawmut R. R. Co. | Brockport, Pa., | Shawmut, Pa., | Erie R. R. Co., .. | Ownership of stock. | 2.10 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $21,195 26 | Capital stock, ..... | $22,500 00 |
| Profit and loss, ..... | 1,304 74 | | |
| Grand total, ..... | $22,500 00 | Grand total, ..... | $22,500 00 |

# BROOKVILLE RAILWAY COMPANY.

Date of organization: June 10, 1896.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| A. W. Cook, | Brookville, Pa. | C. T. Dabney, | Pittsburg, Pa. |
| Wm. Heidrick, | " | T. F. Brown, | " |
| Jno. C. Glass, | Verona, Pa. | W. K. McElroy, | " |
| J. R. McGran, | Pittsburg, Pa. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | A. W. Cook, | Brookville, Pa. |
| Secretary, | Thos. R. Robinson, | Pittsburg, Pa. |
| Treasurer, | Wm. Heidrick, | Brookville, Pa. |
| Auditor, | E. M. Long, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Brookville R. Y. Co., | Brookville, | Hays Lot, | 13.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $71,492 87 | Capital stock, | $71,450 00 |
| | | Due for construction of road, | 42 87 |
| Grand total, | $71,492 87 | Grand total, | $71,492 87 |

# BROWNSTONE AND MIDDLETOWN RAILROAD COMPANY.

Date of organization: February 8, 1892.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. S. Walton, | Hummelstown, Pa. | H. O. Deshong, | Philadelph'a, Pa. |
| Robt. J. Walton, | Hummelstown, Pa. | W. J. Walton, | Philadelphia, Pa. |
| Jno. J. Nissley, | Hummelstown, Pa. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President. | Allen K. Walton, | Waltonville, Pa. |
| Secretary, | Chas. M. Hartrick, | Waltonville, Pa. |
| Treasurer, | Allen K. Walton, | Waltonville, Pa. |
| Attorney, or General Counsel, | Lyman D. Gilbert, | Harrisburg, Pa. |
| Auditor, | Chas. M. Hartrick, | Waltonville, Pa. |
| Chief Engineer, | Geo. W. Hayes, | Lebanon, Pa. |
| General Superintendent, | Robt. J. Walton, | Waltonville, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Brownstone and Middletown R. R. Co., | Brownstone, Pa., | Waltonville, Pa., | 2.50 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $20,000 00 | Capital stock, | $25,000 00 |
| Cost of equipment, | 7,550 00 | Current liabilities, | 2,425 35 |
| Cash and current assets, | 664 00 | Profit and loss, | 788 65 |
| Grand total, | $28,214 00 | Profit and loss, | 1 372 20 |

# BUFFALO, BRADFORD AND KANE RAILROAD COMPANY.

Date of organization: February 1, 1904.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| S. S. Bullis, | Bradford, Pa. | G. P. Bullis, | Vicksburg, Miss. |
| A. B. Campbell, | Bradford, Pa. | C. V. Merrick, | Bradford, Pa. |
| W. W. Bell, | Bradford, Pa. | D. H. Jack, | Bradford, Pa. |
| R. S. Bullis, | Bradford, Pa. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | W. W. Bell, | Bradford, Pa. |
| First Vice President, | S. S. Bullis, | Bradford, Pa. |
| Second Vice President, | G. P. Bullis, | Vicksburg, Miss. |
| Secretary and Treasurer, | R. S. Bullis, | Bradford, Pa. |
| Attorney, or General Counsel, | D. H. Jack, | Bradford, Pa. |
| Auditor, | R. S. Bullis, | Bradford, Pa. |
| General Superintendent, | A. B. Campbell, | Bradford, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Buffalo, Bradford and Kane Railroad Co. | Bradford, Pa., | Ormsby, Pa., | 18.05 |
| Big Level and Kinzua R. R. Co., | Ormsby, Pa., | Mt. Jewett, Pa., | 10.05 |
| Baltimore and Ohio R. R., | Mt. Jewett, Pa., | Kane, | 12.05 |
| Total, | | | 41.05 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, | $223,373 74 | Capital stock, | $300,000 00 |
| Bonds owned, | 85,000 00 | Current liabilities, | 9,412 94 |
| Cash and current assets, | 2,681 88 | Reserve for maintenance of property, accrued taxes, mileage, suspense, | 270 48 |
| | | Profit and loss, | 1,372 20 |
| Grand total, | $311,055 62 | Grand total, | $311,055 62 |

# BUFFALO, BRADFORD AND PITTSBURG RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: March 4, 1859.
Under laws of what government or state organized: Pennsylvania and New York.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. D. Underwood, ..... | P. O. Box 839, N. Y. | W. W. Inglis, ..... | Scranton, Pa. |
| J. L. Welsh,* ..... | Philadelphia, Pa. | J. T. Gardiner, ..... | New York, N. Y. |
| W. A. May, ..... | Dunmore, Pa. | G. A. Richardson, ..... | P. O. Box 839, N. Y. |
| D. H. Jack, ..... | Bradford, Pa. | | |

*Deceased.

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Vice President, ..... | F. D. Underwood, ..... | New York City. |
| Secretary, ..... | David Bosman, ..... | New York City. |
| Treasurer, ..... | D. W. Bigoney, ..... | New York City. |
| Comptroller, ..... | M. P. Blauvelt, ..... | New York City. |
| Auditor, ..... | C. P. Crawford, ..... | New York City. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Buffalo, Bradford and Pittsburg R. R. | Carrollton, N.Y. | Gilesville, Pa., | Erie R. R. Co., .. | Lease, ..... | 26.17 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $3,114,289 55 | Capital stock, ..... | $2,286,400 00 |
| | | Funded debt, ..... | 580,000 00 |
| | | Advances, Erie Railroad Co., ... | 103,564 40 |
| | | N. Y., L. E. & W. R. R. and Receivers, ..... | 144,325 15 |
| Grand total, ..... | $3,114,289 55 | Grand total, ..... | $3,114,289 55 |

# BUFFALO, ROCHESTER AND PITTSBURG RAILWAY COMPANY.

Date of organization: March 11, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Henry G. Barbey, | No. 17, W. 38th st., New York, N. Y. |
| Harry I. Barbey, | No. 17, W. 38th st., New York, N. Y. |
| Oscar Grisch, | P. O. Box 910, New York, N. Y. |
| J. H. Hocart, | P. O. Box 910, New York, N. Y. |
| Adrian Iselin, Jr., | P. O. Box 910, New York, N. Y. |
| C. O. D. Iselin, | P. O. Box 910, New York, N. Y. |
| Ernest Iselin, | P. O. Box 910, New York, N. Y. |
| Walter G. Oakman, | No. 65 Cedar st., New York, N. Y. |
| Wheeler H. Peckham, | No. 80 Broadway, New York, N. Y. |
| John L. Riker, | No. 46 Cedar st., New York, N. Y. |
| W. Emlen Roosevelt, | No. 33, Wall st., New York, N. Y. |
| Arthur G. Gates, | Rochester, N. Y. |
| Samuel Wolverton, | No. 36 Wall st., New York, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Arthur G. Yates, | Rochester, N. Y. |
| Vice President, | Adrian Iselin, Jr., | New York, N. Y. |
| Secretary, | J. H. Hocart, | New York, N. Y. |
| Treasurer, | J. F. Dinkey, | New York, N. Y. |
| Solicitor, New York, | Perkins & Havens, | Rochester, N. Y. |
| Solicitor, Pennsylvania, | C. H. McCauley, | Ridgway, Pa. |
| Auditor, | J. F. Dinkey, | Ridgway, Pa. |
| Chief Engineer, | J. M. Floesch, | Rochester, N. Y. |
| General Superintendent, | W. F. Noonan, | Rochester, N. Y. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Buffalo, Rochester and Pittsburg Railway Co. | Rochester, N. Y., | Ashford, N. Y., | 93.70 |
| | Buffalo Creek, N. Y., | Howard Jct., Pa., | 79.06 |
| | Clarion Jct., | Walston Jct., Pa., | 60.43 |
| | Lincoln Park, N. Y., | Charlotte, N. Y., | 8.79 |
| | Dock Jct., N. Y., | Roberts Dock, N. Y., | 1.51 |
| | Silver Lake Jc., N. Y. | Silver Springs, N. Y., | 1.11 |
| | E. Salamanca, N. Y., | Salamanca, N. Y., | 1.33 |
| | Lanes Mills, Pa., | Coal Glen, Pa. | 4.43 |
| | Eleanora Jct., Pa., | Eleanora, Pa., | 6.30 |
| | Elk Run, Pa., | Florence, Pa., | 4.83 |
| | Walston Jct., Pa., | Walston, Pa., | 3.34 |
| | Indiana, Pa., | P. R. R. Jct., Pa., | 44.60 |
| | Creekside, Pa., | Iselin, Pa., | 18.42 |
| Johnsonburg and Bradford R. R., | Howard Jct., Pa., | Mt. Jewett, Pa., | 20.01 |
| Clearfield and Mahoning Ry., | C. & M. Jct., Pa., | Clearfield, Pa., | 25.87 |
| Mahoning Valley R. R., | Stanley, Pa., | Helvetia, Pa., | 1.89 |
| Allegheny and Western Ry., | Walston Jct., Pa., | Butler, Pa., | 59.57 |
| | New Castle, Pa., | Portland Cem. Wks., | 6.59 |
| Allegheny Terminal Co., | Allegheny City, | | .12 |
| Buffalo Creek Ry., | Buffalo Creek, N. Y., | Gerson St., Buffalo, | 1.92 |
| Pennsylvania R. R., | Buffalo Creek, N. Y., | East Buffalo, N. Y., | 1.96 |
| Pennsylvania R. R., | P. R. R. Jct., Pa., | Vintondale, Pa., | 18.23 |
| N. Y. C. & H. R. R. R., | East Buffalo, N. Y., | Buffalo, N. Y., | 1.09 |
| N. Y. C. & H. R. R. R., | Beech Creek Jct., Pa. | Clearfield, Pa., | .47 |
| Erie R. R., | Mt. Jewett, Pa., | Clarion Jct., Pa., | 20.76 |
| Baltimore and Ohio R. R. Co., | Butler Jct., Pa., | Allegheny, Pa., | 40.80 |
| Baltimore and Ohio R. R. Co., | Willow Grove, Pa., | Pittsburg, Pa., | 7.40 |
| Baltimore and Ohio R. R. Co., | Ribold Jct., Pa., | New Castle, Pa., | 33.24 |
| Total, | | | 567.77 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $21,220,076 69 | Capital stock, | $16,500,000 00 |
| Cost of equipment, | 9,327,969 23 | Funded debt, | 15,126,000 00 |
| Stocks owned, | 1,003,670 50 | Current liabilities, | 755,969 27 |
| Advances to leased roads, | 304,941 99 | Real estate mortgages, | 304,000 00 |
| Cash and current assets, | 1,816,824 46 | Accrued interest on funded debt not yet payable, | 163,364 17 |
| Other assets: | | Accrued interest on mortgage bond on real estate not yet payable, | 2,226 57 |
| Materials and supplies, | 845,051 32 | Accrued rentals, | 22,500 00 |
| Unexpired insurance, | 12,760 00 | Accrued taxes, | 18,501 11 |
| Insurance fund, | 110,898 49 | Insurance fund, | 110,898 49 |
| Pension fund, | 49,442 27 | Due sinking fund for equipment trust not yet payable, | 149,001 44 |
| | | Pension fund, | 49,442 27 |
| | | Profit and loss, | 2,199,251 63 |
| Grand total, | $35,401,654 95 | Grand total, | $35,401,654 95 |

# BUFFALO AND SUSQUEHANNA RAILROAD COMPANY.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. H. Goodyear, | Buffalo, N. Y. | C. R. Williams, | Galeton, Pa. |
| C. W. Goodyear, | Buffalo, N. Y. | W. C. Park, | Galeton, Pa. |
| W. T. Lewis, | Coudersport, Pa. | M. J. McMahon, | Galeton, Pa. |
| N. N. Metcalf, | Austin, Pa. | M. E. Olmsted, | Harrisburg, Pa. |
| Daniel Collins, | Austin, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | F. H. Goodyear, | Buffalo, N. Y. |
| President, | M. E. Olmsted, | Harrisburg, Pa. |
| First Vice President, | F. H. Goodyear, | Buffalo, N. Y. |
| Second Vice President, | C. W. Goodyear, | Buffalo, N. Y. |
| Secretary and Treasurer, | F. A. Lehr, | Buffalo, N. Y. |
| General Counsel, | M. E. Olmsted, | Harrisburg, Pa. |
| Auditor, | W. H. Baumes, | Buffalo, N. Y. |
| General Manager, | C. Peter Clark, | Buffalo, N. Y. |
| Chief Engineer, | H. Herden, | Galeton, Pa. |
| General Superintendent, | W. C. Park, | Galeton, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Buffalo and Susquehanna, | New York State Line, | Sinnemahoning, | 87.48 |
| | Sinnemahoning, | B. R. & P. Jct. near Stanley. | 55.92 |
| | Keating Summit, | Wharton, | 16.63 |
| | Galeton, | New York State Line, | 26.91 |
| | Gaines Jct., | Ansonia, | 8.60 |
| | Cross Fork Jct., | Cross Fork, | 12.73 |
| | Medix Run Jct., | Dodgeville, | 11.49 |
| | B. R. & P. Jct. near Sykes. | Sykesville, | .40 |
| | Spur to | Pass. & Station, Du Bois. | .54 |
| | Spur to | B. & L. C. & C. Co Plant No. 1. | .59 |
| | Spur to | B. & S. C. & C. Co., Plant 2. | .94 |
| | Spur to | B. & S. C. & C. Co., Medix Run. | .12 |
| Wellsville, Coudersport and Pine Creek. | Penna. State Line. | Wellsville, | 10.11 |
| Addison and Susquehanna, | Penna. State Line. | Addison, | 10.00 |
| Buffalo, Rochester and Pittsburg, | B. R. & P. Jct. near Stanley. | B. R. & P. Jct. near Sykes. | .63 |
| Total, | | | 243.09 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $10,123,599 12 | Capital stock, | $8,494,400 00 |
| Cost of equipment, | 828,776 21 | Funded debt, | 6,749,000 00 |
| Stocks owned, | 2,390,201 09 | Current liabilities, | 371,520 29 |
| Bonds owned, | 1,851,500 00 | Accrued interest on funded debt not yet payable, | 2,693 75 |
| Other permanent investments, | 398,477 81 | Reserve fund, | 192,327 44 |
| Cash and current assets, | 617,985 67 | Accrued sinking fund, | 1,369 72 |
| Other assets: | | Profit and loss, | 584,195 71 |
| Materials and supplies, | 146,601 29 | | |
| Sinking fund, | 38,365 41 | | |
| Grand total, | $16,395 506 51 | Grand total, | $16,395,506 51 |

# CAMBRIA AND CLEARFIELD RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: August 1, 1903.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, | Philadelphia, Pa. | N. P. Shortridge, | Philadelphia, Pa. |
| John P. Green, | Philadelphia, Pa. | Geo. Wood, | Philadelphia, Pa. |
| E. B. Morris, | Philadelphia, Pa. | R. D. Barclay, | Philadelphia, Pa. |
| C. S. Patterson, | Philadelphia, Pa. | C. A. Vernon, | Lansing, Mich. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel Rea, | Philadelphia, Pa. |
| Secretary, | F. W. Schwarz, | Philadelphia, Pa. |
| Treasurer, | Taber Ashton, | Philadelphia, Pa. |
| Comptroller, | M. Riebenack, | Philadelphia, Pa. |
| Chief Engineer, | W. H. Brown, | Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Cambria & Clearfield Ry. | Vail, Pa., | Grampian, Pa., | Penna. R. R. Co., | Contract, | 49.63 |
| | Cresson, Pa., | Glen Campbell, | Penna. R. R. Co., | | 49.59 |
| | Cresson, Pa., | Irvona, | Penna. R. R. Co., | | 26.64 |
| | Bellwood, Pa., | Horatio, | Penna. R. R. Co., | | 61.44 |
| Branches, | | | Penna. R. R. Co., | | 199.97 |
| Total, | | | | | 387.27 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $9,015,283 35 | Capital stock, | $4,835,912 50 |
| Cost of equipment, | 433,693 20 | Funded debt, | 4,536,000 00 |
| Stocks owned, | 13,087 00 | Current liabilities, | 265,707 25 |
| Construction suspense, | 203,209 60 | Accrued interest on funded debt not yet payable, | 108,533 33 |
| Cash and current assets, | 276,984 46 | Profit and loss, | 229,104 53 |
| Other assets: Sinking fund, | 33,000 00 | | |
| Grand total, | $9,975,257 61 | Grand total, | $9,975,257 61 |

# CAMMAL AND BLACK FOREST RAILROAD COMPANY.

Date of organization: March 14, 1894.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| R. McCullough, | Jersey Shore, Pa. | W. C. Wood, | Jersey Shore, Pa. |
| Joseph Wood, | Jersey Shore, Pa. | W. R. Peoples, | Jersey Shore, Pa. |
| H. S. Childs, | Jersey Shore, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | R. McCullough, | Jersey Shore, Pa. |
| Secretary, | Joseph Wood, | Jersey Shore, Pa. |
| Attorney, or General Counsel, | W. R. Peoples, | Jersey Shore, Pa. |
| Auditor, | H. B. Humes, | Jersey Shore, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Cammal and Black Forest Railroad Co., | Cammal, Pa., | County Line, | 21.4 |
| | Summit Switch, | Nabal Run, | 6.7 |
| Total, | | | 28.10 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $109,648 09 | Capital stock, | $75,000 00 |
| Cost of equipment, | 18,398 29 | Current liabilities, | 8,500 00 |
| Cash and current assets, | 5,346 18 | Profit and loss, | 67,192 56 |
| Other assets: | | | |
| Materials and supplies, | 7,300 00 | | |
| Grand total, | $140,692 56 | Grand total, | $140,692 56 |

# CATASAQUA AND FOGELSVILLE RAILROAD COMPANY.

Date or organization: April 5, 1853.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, | Philadelphia, Pa. | Leonard Pickett, | Catasauqua, Pa. |
| Theodore Voorhees, | Philadelphia, Pa. | B. F. Fackenthal, Jr., | Easton, Pa. |
| C. E. Henderson, | Philadelphia, Pa. | Samuel Thomas, | Catasauqua, Pa. |
| B. H. Bail, | Philadelphia, Pa. | David H. Thomas, | Catasauqua, Pa. |
| W. T. Pilling, | Philadelphia, Pa. | Fred. R. Drake, | Easton, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | Philadelphia, Pa. |
| Treasurer, | Richard Tull, | Philadelphia, Pa. |
| Comptroller, | George Ziegler, | Philadelphia, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Catasauqua and Fogelsville R. R., | Catasauqua, Pa., | Fogelsville, | 18.94 |
| Brenningsville Branch, | Trexlertown, Pa., | Lichtey, Pa., | 5.58 |
| Crane Branch, | Crane, Pa., | Walner, Pa., | 3.37 |
| Gehman Branch, | Wetzel, Pa., | Gehman, Pa., | 1.61 |
| Total, | | | 29.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $555,882 89 | Capital stock, | $426,900 00 |
| Cost of equipment, | 7,039 76 | Funded debt, | 135,000 00 |
| Cash and current assets, | 148,784 87 | Current liabilities, | 34,422 97 |
| Other assets: | | Profit and loss, | 128,778 40 |
| Materials and supplies, | 13,393 85 | | |
| Grand total, | $725,101 37 | Grand total, | $725,101 37 |

# CATAWISSA RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 21, 1860.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Edward S. Buckley, | Philadelphia, Pa. | James H. Windrim, | Philadelphia, Pa. |
| R. Dale Benson, | Philadelphia, Pa. | Theodore Voorhees, | Philadelphia, Pa. |
| George McCall, | Philadelphia, Pa. | William R. Taylor, | Philadelphia, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | G. Assheson Carson, | Philadelphia, Pa. |
| Secretary and Treasurer, | Saml. N. Leidy, | Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Catawissa R. R., | Tamanend, | Newberry Jct., | Phila. and Reading Ry. Co. | | 96.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $6,711,585 55 | Capital stock, | $4,359,500 00 |
| Stocks owned, | 112,807 66 | Funded debt, | 2,215,000 00 |
| Bonds owned, | 52,372 50 | Unfunded debt, | 450 00 |
| Other permanent investments, | 3,548 40 | Special interest account, etc., | 2,488 28 |
| Cash and current assets, | 6,374 34 | Profit and loss, | 309,250 17 |
| Grand total, | $6,886,688 45 | Grand total, | $6,886,688 45 |

# CENTRAL RAILROAD COMPANY OF NEW JERSEY.

Date of organization: February 26, 1847.
Under laws of what government or state organized: New Jersey.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Geo. F. Baer, | Reading Terminal, Philadelphia, Pa. |
| Geo. F. Baker, | No. 2, Wall st., New York, N. Y. |
| H. C. Fahnestock, | No. 2, Wall st., New York, N. Y. |
| J. R. Maxwell, | 30 Broad st., New York, N. Y. |
| Jos. S. Harris, | Reading Terminal, Philadelphia, Pa. |
| E. B. Thomas, | 143 Liberty st., New York. |
| Chas. Steele, | 23 Wall st., New York, N. Y. |
| H. McK. Twombly, | 15 Broad st., New York, N. Y. |
| Henry Graves, | 30 Broad st., New York, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | J. Rogers Maxwell, | New York, N. Y. |
| President, | George F. Baer, | Reading Terminal, Philadelphia. |
| Vice President, | R. W. de Forest, | New York, N. Y. |
| Vice President, | W. G. Besler, | New York, N. Y. |
| Secretary and Treasurer, | G. A. Waterman, | New York, N. Y. |
| General Counsel, | R. W. de Forest, | New York, N. Y. |
| Assistant to General Counsel, | J. E. Reynolds, | New York, N. Y. |
| General Auditor, | J. A. Taylor, | Reading Terminal, Philadelphia. |
| Assistant Auditor, | J. E. Brokaw, | Reading Terminal, Philadelphia. |
| Chief Engineer, | J. O. Osgood, | Jersey City, N. J. |
| General Superintendent, | C. W. Huntington, | Jersey City, N. J. |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Central Railroad Co. of New Jersey, | Jersey City, N. J., | Phillipsburg, N. J., | 72.30 |
| Elizabeth Branch, | Elizabeth, N. J., | Elizabethport Docks, N. J. | 3.02 |
| Newark and Elizabeth Branch, | Elizabethport, N. J., | Brills, N. J., | 5.51 |
| Perth Amboy Branch, | Elizabethport, N. J., | Perth Amboy, N. J., | 12.13 |
| Perth Amboy Branch, | Maurers, N. J., | Staten Island, Clay Co. | .44 |
| Spur, | Phillipsburg, N. J., | Ingersoll - Sargent Drill Co. | .75 |
| Buena Vista Railroad, | Greenwich, N. J., | Cohansey Creek, | 1.02 |
| Cartaret Extension Railroad, | E. Rahway, N. J., | Staten Island Sound, | 1.82 |
| Cartaret and Sewaren Railroad, | Liebegs, N. J., | Port Reading, N. J., | 1.25 |
| Constables Hook Railroad, | Centreville (Bayonne), N. J. | Constables Hook, N. J. | 1.95 |
| Spur, | Bayonne, N. J., | Safety Wire & Cable Co. | .45 |
| Spur, | Bayonne, N. J., | Avenue C, | .60 |
| Middle Brook Railroad, | Middle Brook, N. J., | Chimney Rock, N. J., | 1.85 |
| Cumberland and Maurice River R. R., | Bridgeton, N. J., | Bivalve, N. J., | 21.20 |
| Cumberland and Maurice River Extension Railroad. | Bridgeton Jct., N. J., | Bridgeton, N. J., | 1.23 |
| Elizabeth Extension Railroad, | Great Island Jct., N. J. | Terminus, N. J., | .89 |
| Freehold and Atlantic Highland R. R., | Freehold, N. J., | Stone Church, N. J., | 24.47 |
| High Bridge Railroad, | High Bridge, N. J., | German Valley, N. J., | 11.58 |
| High Bridge Railroad Spur, | German Valley, N. J. | Chester, N. J., | 4.51 |
| Longwood Valley Railroad, | German Valley, N. J. | Wharton, N. J., | 13.64 |
| Lafayette Railroad, | Lafayette (Jersey City), N. J. | Griffing's Iron Works, | .55 |
| Lake Hopatcong Railroad, | Hopatcong Jct. N. J. | Nolan's Point, N. J., | 5.56 |
| Long Branch and Sea Shore Railroad, | Highland Beach, N. J. | Long Branch, N. J., | 6.19 |
| Long Branch and Sea Shore Spur, | Highland Beach, N. J. | U. S. Govt. Line, N. J. | .34 |
| Manufacturers' Railroad, | Brills, N. J., | Passaic River, N. J., | 1.63 |
| Manuufacturers' Extension Railroad, | Albert St., Newark, N. J. | Mapes Works, | 1.23 |
| Middle Valley Railroad, | Middle Valley, N. J., | Quarries, | 1.38 |
| Navesink Railroad, | Atlantic Highlands Pier, | Highland Beach, N. J. | 4.66 |
| Newark and New York Railroad, | Communipaw (Jersey City). | Newark, N. J., | 6.22 |
| New Jersey Southern Railroad, | Long Branch, N. J., | Atsion, N. J., | 59.22 |
| New Jersey Southern Spur, | Eastontown, N. J., | Port Monmouth, N. J. | 9.06 |
| New Jersey Southern Spur, | Atsion, N. J., | Terminus, N. J., | .83 |
| Raritan North Shore Railroad, | Perth Amboy, N. J., | Factories, N. J., | 1.75 |
| South Branch Railroad, | Somerville, N. J., | Flemington, N. J., | 15.78 |
| Sound Shore Railroad and Spurs, | Broadway (Elizabethport). | East Rahway, N. J., | 6.17 |
| Toms River Railroad, | Lakehurst, N. J., | Toms River, N. J., | 7.57 |
| Toms River and Barnegat Railroad, | Toms River, N. J., | Barnegat, N. J., | 14.71 |
| Vineland Railroad, | Atsion, N. J., | Bayside, N. J., | 46.82 |
| West End Railroad, | Long Branch, N. J., | West End, | 1.36 |
| West Side Connecting Railroad, | West Side Ave., Jersey City. | Danforth Ave., Jersey City, N. J. | .94 |
| Dover and Rockaway Railroad, | Wharton, N. J., | Rockaway, N. J., | 5.12 |
| Ogden Mine Railroad, | Nolan's Point, N. J., | Edison, N. J., | 9.86 |
| Wilkes-Barre and Scranton Railroad, | Minooka Jct., Pa., | Scranton, Pa., | 4.37 |
| Hibernia Mine Railroad, | Rockaway, N. J., | Hibernia, N. J., | 4.20 |

PROPERTY OPERATED—Continued.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Lehigh and Susquehanna Railroad, ..... | Phillipsburg, N. J., .. | Union Jct., Pa., .... | 105.34 |
| Lehigh and Susquehanna Branch, ..... | Bethlehem Jct., Pa., . | S. Bethlehem, Pa., .. | .26 |
| Lehigh and Susquehanna R. R. Branch, | Main Line, Pa., ..... | Quarries, Pa., ..... | .50 |
| Lehigh and Susquehanna R. R. Branch, | Northampton, Pa., .. | Hokendauqua, Pa., .. | .83 |
| Lehigh and Susquehanna R. R. Branch, | Northampton, Pa., .. | Standard Cecent Works, Pa. | .56 |
| Lehigh and Susquehanna R. R. Branch, | Main Line, Pa., ..... | Allen Cement Wks., Pa. | .96 |
| Lehigh and Susquehanna R. R. Branch, | Drifton, Jct., Pa., .. | Drifton, Pa., ..... | 10.50 |
| Lehigh and Susquehanna R. R. Branch, | Upper Lehigh Jc., Pa. | Upper Lehigh, Pa., .. | 9.35 |
| Lehigh and Susquehanna R. R. Branch, | Pond Creek, Pa., .... | Sandy Run, Pa., ..... | 2.62 |
| Lehigh and Susquehanna R. R. Branch, | Pond Creek, Pa., .... | Zehner, Pa., ..... | .26 |
| Lehigh and Susquehanna R. R. Branch, | Ashley, Pa., ..... | Collieries, Pa., ..... | 17.04 |
| Lehigh and Susquehanna R. R. Branch, | Lee Mine, Pa., ..... | Nanticoke, Pa., ..... | 1.97 |
| Lehigh and Susquehanna R. R. Branch, | Miners' Mills, Pa., .. | Port Blanchard, Pa., | 5.07 |
| Lehigh and Susquehanna R. R. Branch, | Union Jct., Pa., ..... | Everhardt, Pa., ..... | 3.07 |
| Lehigh and Susquehanna R. R. Branch, | Solomon's Gap, Pa., | Ashley, Pa., ..... | 3.20 |
| Lehigh and Susquehanna R. R. Branch. | Franklin Jct., Pa., .. | Buttonwood, Pa., .... | 2.27 |
| Nesquehoning Valley Railroad, ..... | Nesquehoning Jc., Pa. | Tamanend, Pa., ..... | 16.66 |
| Tresckow Railroad, ..... | Silver Brook, Pa., ... | Audenreid, Pa., ..... | 7.60 |
| New York and Long Branch Railroad,.. | Perth Amboy, N. J., | Bay Head, N. J., .... | 38.04 |
| Allentown Terminal Railroad Spur, .... | Main Line L. & S. R. R., Pa. | Main Line L. & S. R. R., Pa. | 3.27 |
| Delaware and Hudson Railroad, ..... | Union Jct., Pa., .... | Minooka Jct., Pa., .. | 9.66 |
| Lehigh Coal and Navigation Co., ..... | Hanto, Pa., ..... | Greenwood Jct., Pa., | 5.36 |
| Philadelphia and Reading Ry. Co., ..... | Greenwood Jct., Pa., | Tamaqua, Pa., ..... | 1.17 |
| Philadelphia and Reading Ry. Co., ..... | Pottsville Br. Jct., Pa. | Kaska William, Pa., | 9.47 |
| Philadelphia and Reading Rv. Co., ..... | Tamanend, Pa., ..... | Silver Brook, Pa., .. | 5.20 |
| Beaver Meadow, Tresckow and New Boston R. R. | Tresckow Branch, Pa. | Coleraine, Pa., ..... | 2.17 |
| Total, ..... | ..... | ..... | 658.55 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $36,287,012 76 | Capital stock, ..... | $37,425,800 00 |
| Cost of equipment, ..... | 23,012,580 94 | Funded debt, ..... | 50,361,000 00 |
| Stocks owned, ..... | 9,045,968 40 | Current liabilities, ..... | 4,392,223 02 |
| Bonds owned, ..... | 12,842,308 85 | Accrued interest on funded debt and rentals not yet payable, .... | 73,786 66 |
| Other permanent investments,.... | 2,393,795 95 | Insurance and equipment depreciation funds, ..... | 1,283,299 38 |
| Lands owned, ..... | 1,871,380 93 | Accrued dividends, ..... | 548,516 00 |
| Cash and current assets, ..... | 6,520,786 37 | Sundry stocks, ..... | 300 00 |
| Other assets: | | Sundry bonds, ..... | 9,431 60 |
| Materials and supplies, ..... | 1,283,461 25 | Profit and loss, ..... | 9,211,227 12 |
| Sundries, ..... | 48,288 31 | | |
| Grand total, ..... | $93,305,583 76 | Grand total, ..... | $93,305,583 76 |

# CENTRAL RAILROAD OF PENNSYLVANIA.

Date of organization: September 11, 1891.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Charles M. Clement, .. | Bellefonte, Pa. | Alfred M. Gray, ..... | Philadelphia, Pa. |
| Edward L. Welsh, .... | Philadelphia, Pa. | Charles W. Wilhelm,.. | Reading, Pa. |
| William J. McHugh, ... | Philadelphia, Pa. | Robert Valentine,* .... | Bellefonte, Pa. |
| William McLaughlin, .. | Philadelphia, Pa. | | |

*Deceased.

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President, | Charles M. Clemens, | Bellefonte, Pa. |
| Vice President, | Edward L. Welch, | Philadelphia, Pa. |
| Secretary and Treasurer, | William J. McHugh, | 304 Walnut st., Phila., Pa. |
| General Solicitor, | Charles M. Clement, | Bellefonte, Pa. |
| Auditor, | M. L. Altenderfer, | Bellefonte, Pa. |
| General Superintendent, | W. H. Gephart, | Bellefonte, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Central Railroad of Penna. Main Line, | Bellefonte, | Mill Hall, | 27.30 |
| Branch Lines at | Bellefonte, | Milesburg, | |
| | | Bellefonte Furnace, | |
| | | A. L. & I. Co., Quarries. | |
| | Snydertown, | McNett's Lumber Plant. | |
| | Salona, | Bellefonte Lime Co., Quarries, | 5.30 |
| | | Mill Hall to B. L. Co. Quarries, | |
| | Mill Hall, | Mill Hall to Kilns, | |
| | | Mann's Edge Tool Co. Plant. | |
| Total, | | | 32.60 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $995,897 42 | Capital stock, | $1,200,000 00 |
| Cost of equipment, | 59,221 89 | Funded debt, | 600,000 00 |
| Lands owned, | 11,000 00 | Current liabilities, | 703,552 74 |
| Advances and payments in hands of construction Co., | 907,781 58 | Real estate mortgages, | 2,500 00 |
| Cash and current assets, | 74,753 43 | Accrued interest on funded debt not yet payable, | 6,000 00 |
| Other assets: | | | |
| Materials and supplies, | 3,000 00 | | |
| Profit and loss, | 460,398 42 | | |
| Grand total, | $2,512,052 74 | Grand total, | $2,512,052 74 |

# CENTRAL TRUNK RAILROAD COMPANY.

Operated by Lake Shore and Michigan Southern Railway Company.
Date of organization: April 11, 1868.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Chas. Miller, | Stoneboro, Pa. | G. H. McIntire, | Franklin, Pa. |
| Wm. H. Newman, | New York, N. Y. | William C. Brown, | Chicago, Ill. |
| Hamilton McK. Twombly. | New York, N. Y. | S. R. Mason, | Franklin, Pa. |
| | | Robert P. Cann, | Stoneboro, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Charles Miller, | Stoneboro, Pa. |
| Vice President, | Wm. H. Newman, | New York, N. Y. |
| Secretary, | Dwight W. Pardee, | New York, N. Y. |
| Treasurer, | Chas. F. Cox, | New York, N. Y. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what tract operated, kind of con- | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Central Trunk Ry. Co. | Jamestown, | Ohio and Pa. State Line. | L. S. & M. S. Ry. Co. | Proprietary, | 5.26 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $12,500 00 | Capital stock, | $12,500 00 |
| Grand total, | $12,500 00 | Grand total, | $12,500 00 |

# CENTRAL VALLEY RAILROAD COMPANY.

Operated by Lackawanna and Wyoming Valley Railroad Company.
Date of organization: February 14, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. W. Churchill, | New York, N. Y. | M. E. McDonald, | Scranton, Pa. |
| Carl McVail, | New York, N. Y. | Charles C. Mattes, | Scranton, Pa. |
| Henry J. Conant, | New York, N. Y. | Herman Osthaus, | Scranton, Pa. |
| George C. Smith, | Pitsburg, Pa. | Thomas F. Penman, | Scranton, Pa. |
| H. B. Gill, | Philadelphia, Pa. | J. S. McAnulty, | Scranton, Pa. |
| Benjamin R. Focht, | Lewisburg, Pa. | Chas. F. Conn, | Scranton, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George C. Smith, | Pittsburg, Pa. |
| Vice President and Secretary, | Charles F. Conn, | Scranton, Pa. |
| Treasurer, | Carl M. Vail, | New York, N. Y. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Central Valley R. R. | Pittston, ..... | Wilkes-Barre,.. | Lackawanna and Wyoming Valley R. R. | Lease, ..... | 8.36 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, .... | $1,500,000 00 | Capital stock, ..... | $250,000 00 |
| | | Funded debt, ..... | 1,250,000 00 |
| Grand total, ..... | $1,500,000 00 | Grand total, ..... | $1,500,000 00 |

# CHARTIERS RAILWAY COMPANY.

Operated by Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company.
Date of organization: January 2, 1867.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| James McCrea, ..... | Pittsburg, Pa. | John P. Green, ..... | Philadelphia, Pa. |
| Joseph Wood, ..... | Pittsburg, Pa. | Samuel Rea, ..... | Philadelphia, Pa. |
| J. J. Turner, ..... | Pittsburg, Pa. | J. Frank Murray, ..... | Allegheny, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Edward B. Taylor, ..... | Pittsburg, Pa. |
| Vice President, ..... | James McCrea, ..... | Pittsburg, Pa. |
| Secretary, ..... | S. B. Liggett, ..... | Pittsburg, Pa. |
| Treasurer, ..... | F. H. B. McKnight, ..... | Pittsburg, Pa. |
| Auditor, ..... | J. W. Renner, ..... | Pittsburg, Pa. |
| Chief Engineer, ..... | Thos. . Johnson, ..... | Pittsburg, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what tract operated. kind of con- | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Chartiers Ry. ..... | Carnegie, Pa., | Washington, Pa. | Pittsburg, Cincinnati, Chicago and St. Louis Ry. | Lease, ..... | 23.48 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $2,094,448 84 | Capital stock, ..... | $645,300 00 |
| Stocks owned, ..... | 103,279 25 | Funded debt, ..... | 625,000 00 |
| Cash and current assets, ..... | 90,985 23 | Current liabilities, ..... | 396,718 70 |
| | | Accrued interest on funded debt not yet payable, ..... | 5,468 75 |
| | | Profit and loss, ..... | 616,225 87 |
| Grand total, ..... | $2,288,713 32 | Grand total, ..... | $2,288,713 32 |

# CHERRYTREE AND DIXONVILLE RAILROAD COMPANY.

(From February 21, 1905, to June 30, 1905.)

Date of organization: June 2, 1903.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John P. Green, ..... | Philadelphia, Pa. | J. Carstenson, ..... | New York City, N. Y. |
| W. H. Barnes, ..... | Philadelphia, Pa. | W. H. Newman, ..... | New York City, N. Y. |
| N. P. Shortridge, ..... | Philadelphia, Pa. | E. V. W. Rossiter, .... | New York City, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Samuel Rea, ..... | Philadelphia, Pa. |
| Vice President, ..... | J. Carstensen, ..... | New York City, N. Y. |
| Secretary, ..... | Lewis Neilson, ..... | Philadelphia, Pa. |
| Treasurer, ..... | Taber Ashton, ..... | Philadelphia, Pa. |
| Comptroller, ..... | M. Riebenack, ..... | Philadelphia, Pa. |
| Superintendent, ..... | E. J. Cleave, ..... | Philadelphia, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Cherry Tree and Dixonville Railroad, .. | Cherry Tree, Pa., .... | Possum Glory Jct., .. | 13.09 |
| Branch, ..... | 11.49 miles west of Cherry Tree. | Mines, ..... | .66 |
| Branch, ..... | 12.95 miles west of Cherry Tree. | Mines, ..... | 1.08 |
| Total, ..... | ..... | ..... | 14.83 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $968,416 14 | Capital stock, ..... | $500,000 00 |
| Cash and current assets, ..... | 10,969 21 | Funded debt, ..... | 300,000 00 |
| Other assets: | | Current liabilities, ..... | 7,111 12 |
| Materials and supplies, ..... | 313 10 | P. R. R. const., ..... | 117,684 12 |
| | | N. Y. C. & H. R. const., ..... | 54,903 21 |
| Grand total, ..... | $979,698 45 | Grand total, ..... | $979,698 45 |

# CHESTER CREEK RAILROAD COMPANY.

Operated by Philadelphia, Baltimore and Washington Railroad Company, as agents for Philadelphia and Baltimore Central Railroad Company, lessee.

Date of organization: April, 1866.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Jno. P. Green, ..... | Philadelphia, Pa. | Geo. Wood, ..... | Philadelphia, Pa. |
| Richard Peters, ..... | Philadelphia, Pa. | Thos. V. Cooper, ..... | Media, Pa. |
| Geo. K. Crozer, ..... | Upland, Pa. | Samuel Rea, ..... | Philadelphia, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Jno. P. Green, ..... | Philadelphia, Pa. |
| Secretary, ..... | Jno. M. Harding, ..... | Philadelphia, Pa. |
| Treasurer, ..... | R. W. Smith, ..... | Philadelphia, Pa. |
| Comptroller, ..... | M. Riebenack, ..... | Philadelphia, Pa. |
| Chief Engineer, ..... | W. H. Brown, ..... | Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Chester Creek R.R. | Lamokin, Pa., | Lenni, Pa., | Phila., Baltimore and Wash. R. R. Co. as agent for Phila. and Balto. Central R. R. Co. | Lease, | 6.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $457,100 00 | Capital stock, | $272,100 00 |
| Cash and current assets, | 11,148 00 | Funded debt, | 185,000 00 |
| | | Current liabilities, | 11,148 00 |
| Grand total, | $468,248 00 | Grand total, | $468,248 00 |

# CHESTER AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: October 9, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Theodore Voorhees, | Philadelphia, Pa. | B. H. Bail, | Philadelphia, Pa. |
| C. E. Henderson, | Philadelphia, Pa. | W. G. Brown, | Philadelphia, Pa. |
| D. Jones, | Philadelphia, Pa. | James M. Landis, | Philadelphia, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | Philadelphia, Pa. |
| Treasurer, | Richard Tull, | Philadelphia, Pa. |
| Comptroller, | George Ziegler, | Philadelphia, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Chester and Delaware River Railroad Co. | Marcus Hook, ..... | Eddystone, ..... | 5.85 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $259,126 19 | Capital stock, ..... | $40,000 00 |
| Cash and current assets, ..... | 24,837 12 | Current liabilities, ..... | 207,349 72 |
| | | Real estate mortgages, ..... | 12,300 00 |
| | | Profit and loss, ..... | 24,313 59 |
| Grand total, ..... | $283,963 31 | Grand total, ..... | $283,963 31 |

# CHESTNUT HILL RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 10, 1848.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| W. W. Colket, ..... | 202 Walnut Place, Philadelphia, Pa. |
| C. Stuart Patterson, ..... | 1426 Chestnut st., Philadelphia, Pa. |
| F. P. Stephens, ..... | 421 Chestnut st., Philadelphia, Pa. |
| W. S. Wilson, ..... | 610 M. & M. Building, Philadelphia, Pa. |
| Chas. C. Slifer, ..... | Flourtown, Pa. |
| Saml. Y. Heebner, ..... | Chestnut Hill, Pa. |
| Eli Kirk Price, ..... | 709 Walnut st., Philadelphia, Pa. |
| Joseph Y. Jeanes, ..... | No. 8 Chestnut st., Philadelphia, Pa. |
| J. Willis Martin, ..... | 709 Walnut st., Philadelphia, Pa. |
| Joseph L. Miller, ..... | Mt. Airy, Pa. |
| John C. Gabel, ..... | 325 Chestnut st., Philadelphia, Pa. |
| Stevenson Crothers, ..... | 320 Walnut st., Philadelphia, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | W. W. Colket, ..... | 610 Mariner and Merchant Bldg., Philadelphia, Pa. |
| Secretary and Treasurer, ..... | C. C. Wilson, ..... | 610 Mariner and Merchant Bldg., Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Chestnut Hill R.R. | Germantown, .. | Chestnut Hill,.. | Phila. and Reading Ry. Co. | Lease, ..... | 4.08 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $195,650 00 | Capital stock, ..... | $195,650 00 |
| Cash and current assets, ..... | 95 25 | Current liabilities, ..... | 95 25 |
| Grand total, ..... | $195,745 25 | Grand total, ..... | $195,745 25 |

# CHESTNUT RIDGE RAILWAY COMPANY.

Date of organization: March 8, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| James G. Beemer, ..... | No. 121 W. 42d st., New York, N. Y. |
| Chas. H. Bernard, ..... | No. 64 Irving Place, New York, N. Y. |
| W. Burnett Easton, ..... | East Stroudsburg, Pa. |
| H. S. Barber, ..... | Kunkletown, Pa. |
| Edward Harvey, ..... | Allentown, Pa. |
| E. S. Sutro, ..... | 70th st. and Broadway, New York, N. Y. |
| Thos. Palmer, Sr., ..... | Kunkletown, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President, ..... | James G. Beemer, ..... | 121 W. 42d st., N. Y. |
| Vice President, ..... | Chas. H. Bernard, ..... | 64 Irving Place, N. Y. |
| Secretary and Treasurer, ..... | Alfred Pettit, ..... | 121 W. 42d st., N. Y. |
| Attorney, or General Counsel, ..... | Edward Harvey, ..... | Allentown, Pa. |
| General Manager, ..... | James G. Beemer, ..... | 121 W. 42d st., N. Y. |
| General Superintendent, ..... | J. J. Markley, ..... | Kunkletown, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Chestnut Ridge Railway Co., ..... | Lehigh Gap, Pa., .... | Chestnut Ridge, Pa., | 10.40 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $146,144 53 | Capital stock, ..... | $110,000 00 |
| Cost of equipment, ..... | 4,621 43 | Bonded debt, ..... | 60,000 00 |
| Stocks owned, ..... | 5 00 | Current liabilities, ..... | 1,853 03 |
| Bonds owned, ..... | 18,000 00 | Accrued interest on funded debt not yet payable, ..... | 840 00 |
| Cash and current assets, ..... | 3,706 17 | | |
| Other assets: | | | |
| Materials and supplies, ..... | 75 00 | | |
| Profit and loss, ..... | 140 90 | | |
| Grand total, ..... | $172,693 03 | Grand total, ..... | $172,693 03 |

# CHESWICK AND HARMAR RAILROAD COMPANY.

Operated by Pennsylvania Railroad and Baltimore and Lake Erie Railroad Companies.
Date of organization: March 25, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Robt. S. Stuart, ..... | Cheswick, Pa. | W. A. Terry, ..... | Beaver, Pa. |
| W. R. Woodford, ..... | Pittsburg, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President, ..... | Robt. S. Stuart, ..... | Cheswick, Pa. |
| Secretary and Treasurer, ..... | George E. Alter, ..... | 432 Diamond st., Pittsburg, Pa. |
| General Solicitor, Attorney, or General Counsel, ..... | George E. Alter, ..... | 432 Diamond st., Pittsburg, Pa. |
| Chief Engineer, ..... | H. T. Porter, ..... | Greenville, Pa. |
| General Superintendent, ..... | J. S. Selway, ..... | Cheswick, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Cheswick and Harmar, | Cheswick, | Home Junction, | 4.57 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $144,563 92 | Capital stock, | $50,000 00 |
| Cost of equipment, | 37 50 | Current liabilities, | 18,493 94 |
| Cash and current assets, | 10,119 81 | Real estate mortgages, | 77,760 50 |
| Other assets: | | Profit and loss, | 9,327 29 |
| Materials and supplies, | 860 50 | | |
| Grand total, | $155,581 73 | Grand total, | $155,581 73 |

# CLARION RIVER RAILROAD COMPANY.

Operated by Pittsburg, Shawmut and Northern Railroad Company.
Date of organization: December 17, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| H. S. Hastings, | St. Marys, Pa. | M. Donaldson, | St. Marys, Pa. |
| F. S. Smith, | New York, N. Y. | Jas. T. Coyle, | St. Marys, Pa. |
| P. H. Lynch, | St. Marys, Pa. | F. P. Byrne, | Detroit, Mich. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. P. Byrne, | Detroit, Mich. |
| Secretary and Treasurer, | H. S. Hastings, | St. Marys, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Clarion River R.R. | Croyland, Pa., | Halliton, Pa., | Pittsburg, Shawmut and Northern R. R. Co. | Lease, | 12.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $104,170 22 | Capital stock, | $120,000 00 |
| Cost of equipment, | 15,829 78 | | |
| Grand total, | $120,000 00 | Grand total, | $120,000 00 |

# CLEARFIELD AND MAHONING RAILWAY COMPANY.

Operated by Buffalo, Rochester and Pittsburg Railway Company.
Date of organization: May 31, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Adrian Iselin, Jr., | New York, N. Y. | C. H. McCauly, Jr., | Williamsport, Pa. |
| J. J. Metzgar, | New York, N. Y. | C. H. McCauly, | Ridgway, Pa. |
| C. O. D. Iselin, | New York, N. Y. | M. K. Williams, | Ridgway, Pa. |
| J. H. Hocart, | New York, N. Y. | J. E. Morris, | Du Bois, Pa. |
| Fred H. Clough, | Ridgway, Pa. | S. A. Rote, | Ridgway, Pa. |
| J. N. Atwell, Jr., | Ridgway, Pa. | John G. Whitmore, | Ridgway, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. M. Grosh, | Ridgway, Pa. |
| Secretary, | John G. Whitmore, | Ridgway, Pa. |
| Treasurer, | J. F. Dinkey, | Rochester, N. Y. |
| Solicitor, | C. H. McCauley, | Ridgway, Pa. |
| Auditor, | J. F. Dinkey, | Rochester, N. Y. |
| Chief Engineer, | J. M. Hosack, | Rochester, N. Y. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Clearfield & Mahoning Ry. | C. & M. Jct., Pa. | Clearfield Pa., .. | Buffalo, Rochester and Pittsburg Ry. Co. | Lease, ..... | 25.87 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,323,230 46 | Capital stock, ..... | $750,000 00 |
| Cost of equipment, ..... | 98,000 00 | Funded debt, ..... | 650,000 00 |
| | | Advanced by Buffalo, Rochester and Pittsburg Railway Co., .... | 21,230 46 |
| Grand total, ..... | $1,421,230 46 | Grand total, ..... | $1,421,230 46 |

# CLEVELAND AND PITTSBURG RAILROAD COMPANY.

Operated by Pennsylvania Company.
Date of organization: March, 1836.
Under laws of what government or state organized: Ohio and Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| R. F. Smith, ..... | Cleveland, Ohio. | Frank J. Jones, ..... | Cincinnati, Ohio. |
| E. R. Perkins, ..... | Cleveland, Ohio. | H. Darlington, ..... | Pittsburg, Pa. |
| H. C. Ranney, ..... | Cleveland, Ohio. | Jno. P. Green, ..... | Philadelphia, Pa. |
| Andrew Squire, ..... | Cleveland, Ohio. | Charles Lanier, ..... | New York, N. Y. |
| W. R. Warner, ..... | Cleveland, Ohio. | Wm. C. Egleston, .... | New York, N. Y. |
| Wm. G. Mather, ..... | Cleveland, Ohio. | J. S. Kennedy, ..... | New York, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | R. F. Smith, ..... | Cleveland, Ohio. |
| Vice President, ..... | E. R. Perkins, ..... | Cleveland, Ohio. |
| Secretary and Treasurer, ..... | J. E. Kloss, ..... | Cleveland, Ohio. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what tract operated, kind of con- | Miles of line. |
|---|---|---|---|---|---|
| Cleveland & Pittsburg R. R. Co. | Cleveland, O.,..<br>Bayard, .....<br>Rochester, Pa.,<br>Salinsville, O.,. | Yellow Creek, O.<br>New Phila., O.,<br>Bellaire, O., ...<br>Coal Mine, ..... | The Penna Co.,... | Lease, ..... | 201.74 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $20,313,483 56 | Capital stock, ..... | $15,290,692 89 |
| Cost of equipment, ..... | 5,047,553 26 | Funded debt, ..... | 10,000,000 00 |
| Cash and current assets, ..... | 180,594 56 | Current liabilities, ..... | 161,828 74 |
| Other assets: | | Other liabilities—Sundries, ..... | 24,578 63 |
| Materials and supplies, ..... | 261,210 66 | Profit and loss, ..... | 348,523 55 |
| Sundries, ..... | 22,781 77 | | |
| Grand total, ..... | $25,825,623 81 | Grand total, ..... | $25,825,623 81 |

# COAL GLEN RAILROAD COMPANY.

Date of organization: June 25, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Rollin H. Wilbur, ..... | S. Bethlehem, Pa. | Anson P. Miller, ..... | Allentown, Pa. |
| Chas. H. Neiser, ..... | Bethlehem, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | W. A. Wilbur, ..... | S. Bethlehem. |
| Secretary and Treasurer, ..... | R. M. Gummere, ..... | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Coal Glen Railroad, ..... | Coal Glen, ..... | B. R. & P. Ry., ..... | .63 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cash and current assets, ..... | $1,774 65 | Capital stock, ..... | $1,000 00 |
| | | Current liabilities, ..... | 774 65 |
| Grand total, ..... | $1,774 65 | Grand total, ..... | $1,774 65 |

# COLEBROOKDALE RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 23, 1865.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| George F. Baer, ..... | Philadelphia, Pa. | B. H. Bail, ..... | Philadelphia, Pa. |
| Theodore Voorhees, .... | " | W. G. Brown, ..... | " |
| C. E. Henderson, ..... | " | Edgar S. Cook, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George F. Baer, ..... | Philadelphia, Pa. |
| Secretary, ..... | W. R. Taylor, ..... | " |
| Treasurer, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Ziegler, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Colebrookdale Railroad Co. | Pottstown, Pa., | Barto, Pa., .... | P. & R. Ry. Co., | Lease, ..... | 12.84 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $672,341 93 | Capital stock, ..... | $297,215 00 |
| Cash and current assets, ..... | 103,174 03 | Funded debt, ..... | 600,000 00 |
| Profit and loss, ..... | 752,282 04 | Current liabilities, ..... | 627,583 00 |
| | | Accrued interest on funded debt not yet payable, ..... | 3,000 00 |
| Grand total, ..... | $1,527,798 00 | Grand total, ..... | $1,527,798 00 |

# COLUMBIA AND PORT DEPOSIT RAILWAY COMPANY.

Operated by Philadelphia, Baltimore and Washington Railroad Company.
Date of organization: July 17, 1890.
Under laws of what government or state organized: Maryland and Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, ..... | Philadelphia, Pa. | Samuel Rea, ..... | Philadelphia, Pa. |
| John P. Green, ..... | " | George Wood, ..... | " |
| Wm. A. Patton, ..... | " | S. C. Rowland, ..... | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Chas. E. Pugh, ..... | Philadelphia, Pa. |
| Secretary, ..... | James R. McClure, ..... | " |
| Treasurer, ..... | J. S. Vanzandt, ..... | " |
| Comptroller, ..... | M. Riebenack, ..... | " |
| Chief Engineer, ..... | Wm. H. Brown, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Columbia and Port Deposit Ry. | South of Columbia, Pa. | North of Perryville, Md. | Phila., Balto. and Washington R. R. Co. | Resolutions of Board of Directors. | 42.68 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | 2,820,777 35 | Capital stock, | $1,000,000 00 |
| Cash and current assets, | 156,712 27 | Funded debt, | 1,800,000 00 |
| | | Current liabilities, | 4,049 93 |
| | | Accrued interest on funded debt not yet payable, | 30,000 00 |
| | | Profit and loss, | 143,439 69 |
| Grand total, | $2,977,489 62 | Grand total, | $2,977,489 62 |

# CONFLUENCE AND OAKLAND RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: April 2, 1890.
Under laws of what government or state organized: Pennsylvania and Maryland.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. C. F. Bent, | Philadelphia, Pa. | Oscar G. Murray, | Baltimore, Md. |
| Bayard Henry, | " | Edw. D. Toland, | Philadelphia, Pa. |
| L. G. Haas, | Baltimore, Md. | C. W. Woolford, | Baltimore, Md. |
| Henry Krug, | Marcus Hook, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. C. F. Bent, | Baltimore, Md. |
| Secretary, | C. W. Woolford, | " |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Confluence & Oakland R. R. Co. | C. & O. Junc., Pa. | Kendall, Md., | Balto. and Ohio R. R. Co. | ..... | 19.70 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $322,618 15 | Capital stock, ..... | $200,000 00 |
| | | Funded debt, ..... | 120,000 00 |
| | | Current liabilities, ..... | 2,618 15 |
| Grand total, ..... | $322,618 15 | Grand total, ..... | $322,618 15 |

# CONNECTING RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: January 1, 1902.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, ..... | Philadelphia, Pa. | Chas. E. Pugh, ..... | Philadelphia, Pa. |
| Saml. F. Houston, ..... | " | Samuel Rea, ..... | " |
| E. B. Morris, ..... | " | H. P. Shortridge, .... | " |
| C. S. Patterson, ..... | " | Jno. J. Henry, ..... | " |
| W. A. Patton, ..... | " | Geo. Wood, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Jno. P. Green, ..... | Philadelphia, Pa. |
| Vice President, ..... | Samuel Rea, ..... | " |
| Secretary, ..... | Lewis Neilson, ..... | " |
| Treasurer, ..... | Taber Ashton, ..... | " |
| Comptroller, ..... | M. Riebenack, ..... | " |
| Chief Engineer, ..... | W. H. Brown, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Connecting Ry., ... | Frankford Jc., Phila. | Near No. 3 Cabin, West Phila. | Penna. R. R. Co., | Lease, ..... | 6.38 |
| Branches, ..... | ..... | ..... | ..... | ..... | 30.36 |
| Total, ..... | ..... | ..... | ..... | ..... | 36.74 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $5,611,333 68 | Capital stock, ..... | $3,613,650 00 |
| Construction suspense, ..... | 640,214 00 | Funded debt, ..... | 1,991,000 00 |
| Cash and current assets, ..... | 20,439 40 | Current liabilities, ..... | 640,334 00 |
| | | Accrued interest on funded debt not yet payable, ..... | 17,616 45 |
| | | Profit and loss, ..... | 9,386 63 |
| Grand total, ..... | $6,271,987 08 | Grand total, ..... | $6,271,987 08 |

# CONNELLSVILLE AND MONONGAHELA RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 11, 1905.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. H. Gary, ..... | New York, N. Y. | W. W. Blackburn, .... | Pittsburg, Pa. |
| W. E. Corey, ..... | " | D. H. Coble, ..... | " |
| Thomas Lynch, ..... | Greensburg, N. Y. | C. H. Spencer, ..... | " |
| C. P. Parker, ..... | Pittsburg, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Thomas Lynch, ..... | Pittsburg, Pa. |
| Secretary and Treasurer, ..... | C. P. Parker, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Connellsville and Monongahela Ry. Co. | Moser Run Jc., | Brownsville, Pa. | Penna. R. R. Co., | Lease, ..... | 16.32 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,458,840 85 | Capital stock, ..... | $200,000 00 |
| Cash and current assets, ..... | 2,086 73 | Current liabilities, ..... | 1,260,927 58 |
| Grand total, ..... | $1,460,927 58 | Grand total, ..... | $1,460,927 58 |

# CORNWALL RAILROAD COMPANY

Date of organization: May 25, 1850.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. A. S. Clarke, ..... | New York, N. Y. | Howard C. Shirk, .... | Lebanon, Pa. |
| Moses Taylor, ..... | " | Thomas H. Capp, ..... | " |
| A. M. Patch, ..... | Lebanon, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | A. M. Patch, ..... | Lebanon, Pa. |
| Vice President, ..... | C. A. S. Clarke, ..... | New York, N. Y. |
| Secretary, ..... | Howard C. Shirk, ..... | Lebanon, Pa. |
| Treasurer, ..... | J. P. Higginson, ..... | New York, N. Y. |
| General Solicitor, ..... | Howard C. Shirk, ..... | Lebanon, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Cornwall Railroad, | Lebanon, Pa., | Mt. Hope, Pa., | 12.67 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $712,210 96 | Capital stock, | $800,000 00 |
| Cost of equipment, | 98,525 40 | Current liabilities, | 22,407 67 |
| Other permanent investments, | 1,844 07 | Profit and loss, | 82,563 18 |
| Lands owned, | 45,020 04 | | |
| Cash and current assets, | 47,370 38 | | |
| Grand total, | $904,970 85 | Grand total, | $904,970 85 |

# CORNWALL AND LEBANON RAILROAD COMPANY.

Date of organization: February 28, 1883.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| B. Dawson Coleman, | Lebanon, Pa. | C. H. McCullough, Jr., | Buffalo, N. Y. |
| Quincy Bent, | " | Edgar C. Felton, | Girard Bdg., Phila.Pa. |
| J. P. S. Gobin, | " | Theodore N. Ely, | Bryn Mawr, Pa. |
| Moses Taylor, | 100 Broadway, N. Y. | F. C. Smink, | Reading, Pa. |
| George F. McKay, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Allen D. Smith, | Lebanon, Pa. |
| Vice President, | Edgar C. Felton, | Girard Bdg., Phila., Pa. |
| Secretary, | B. Dawson Coleman, | Lebanon, Pa. |
| Treasurer, | Henry W. Segrist, | " |
| General Solicitor, | J. P. S. Gobin, | " |
| General Superintendent, | Allen D. Smith, | " |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Cornwall and Lebanon Railroad Co., .... | Conewago, ..... | Lebanon, ..... | 21.66 |
| Branch, ..... | Cornwall, ..... | Ore Banks, ..... | 1.17 |
| Branch, ..... | Lebanon, ..... | North Lebanon, ..... | .34 |
| Branch, ..... | Lebanon, ..... | East Lebanon, ..... | 1.91 |
| Branch, ..... | Jct. Lake Conewago Branch. | Lake Conewago, ..... | 1.36 |
| Total, ..... | ..... | ..... | 26.44 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,468,747 93 | Capital stock, ..... | $800,000 00 |
| Cost of equipment, ..... | 379,591 42 | Funded debt, ..... | 764,900 00 |
| Bonds owned, ..... | 13,500 00 | Current liabilities, ..... | 19,661 99 |
| Cash and current assets, ..... | 117,438 11 | Profit and loss, ..... | 398,852 98 |
| Other assets: | | | |
| Materials and supplies, ..... | 4,137 50 | | |
| Grand total, ..... | $1,983,414 97 | Grand total, ..... | $1,983,414 97 |

# COUDERSPORT AND PORT ALLEGANY RAILROAD COMPANY.

Date of organization: May 16, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. S. Carey, ..... | Olean, N. Y. | F. N. Blakeslee, ..... | Olean, N. Y. |
| A. G. Olmsted, ..... | Coudersport, Pa. | R. L. Nichols, ..... | Coudersport, Pa. |
| D. B. Hamlin, ..... | Smethport, Pa. | H. J. Olmsted, ..... | " |
| H. Hamlin, ..... | " | B. A. McClure, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | James L. Knox, ..... | Coudersport, Pa. |
| Vice President, ..... | C. S. Carey, ..... | Olean, N. Y. |
| Secretary, ..... | A. B. Mann, ..... | Coudersport, Pa. |
| Treasurer, ..... | M. S. Thompson, ..... | " |
| ..., Intendent, ..... | B. A. McClure, ..... | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Coudersport and Port Allegany R. R., | Port Allegheny, Pa., | Ulysses, Pa., | 40.00 |
| Coudersport and Port Allegany R. R., | Coudersport, Pa., | Sweden Valley, Pa., | 5.00 |
| Total, | | | 45.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $528,163 30 | Capital stock, | $300,000 00 |
| Cost of equipment, | 36,900 00 | Funded debt, | 245,000 00 |
| Cash and current assets, | 15,529 35 | Profit and loss, | 33,592 65 |
| Grand total, | $578,592 65 | Grand total, | $578,592 65 |

# CUMBERLAND VALLEY RAILROAD COMPANY.

Date of organization: June 27, 1835. Act of incorporation by Legislature of Pennsylvania, April 2, 1831.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Thomas B. Kennedy, | Chambersburg, Pa. | Spencer C. Gilbert, | Harrisburg, Pa. |
| John Stewart, | " | Samuel Rea, | Philadelphia, Pa. |
| A. J. Cassatt, | Philadelphia, Pa. | George H. Stewart, | Shippensburg, Pa. |
| John P. Green, | " | Charles E. Pugh, | Philadelphia, Pa. |
| Edward B. Watts, | Carlisle, Pa. | N. P. Shortridge, | " |
| M. C. Kennedy, | Chambersburg, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Thos. B. Kennedy, ex-officio, | Chambersburg, Pa. |
| President, | Thomas B. Kennedy, | " |
| Vice President, | M. C. Kennedy, | " |
| Secretary and Treasurer, | W. L. Ritchey, | " |
| Auditor, | C. M. Davison, | " |
| General Superintendent, | M. C. Kennedy, | " |
| Chief Engineer, | Thomas J. Brereton, | " |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Cumberland Valley Railroad, | Harrisburg, Pa., | West Va. State Line, | 82.20 |
| Cumberland Valley and Martinsburg Railroad. | W. Va. State Line, | Winchester, Va., | 33.65 |
| Dillsburg and Mechanicsburg Railroad, | Jc. with C. V. R. R., | Dillsburg, Pa., | 7.70 |
| Cumberland Valley and Waynesboro Railroad. | Jc. with C. V. R. R., | Waynesboro, Pa., | 18.20 |
| Southern Pa. R. R. and Mining Co., | Jc. with C. V. R. R., | Mercersburg, Pa., | 13.60 |
| Southern Pa. R. R. and Mining Co., | Mercersburg Jct., | Richmond, Pa., | 7.80 |
| Total, | | | 163.15 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, | $2,510,732 78 | Capital stock, | $1,777,850 00 |
| Stocks owned, | 292,672 00 | Funded debt, | 545,000 00 |
| Bonds owned, | 229,916 50 | Current liabilities, | 448,169 15 |
| Other permanent investments, | 70,000 00 | Accrued interest on funded debt not yet payable, | 6,390 00 |
| Cash and current assets, | 348,592 64 | Profit and loss, | 951,422 89 |
| Other assets: Materials and supplies, | 326,918 12 | | |
| Insurance fund, | 13,000 00 | | |
| Grand total, | $3,728,832 04 | Grand total, | $3,728,832 04 |

# CUMBERLAND VALLEY AND WAYNESBORO RAILROAD COMPANY.

Operated by Cumberland Valley Railroad Company.
Date of organization: June 7, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| M. C. Kennedy, | Chambersburg, Pa. | D. M. Good, Jr., | Waynesboro, Pa. |
| Hastings Gehr, | " | A. H. Strickler, | " |
| Ezra Frick, | Waynesboro, Pa. | Geo. W. Smith, | " |
| S. B. Rinehart, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | M. C. Kennedy, | Chambersburg, Pa. |
| Secretary and Treasurer, | W. L. Ritchey, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Cumberland Valley and Waynesboro. | Jct. with C. V. R. R. | Waynesboro, | C. V. R. R. Co., | As agent, | 18.20 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $134,154 50 | Capital stock, | $125,000 00 |
| Cash and current assets, | 23,560 04 | Profit and loss, | 32,714 54 |
| Grand total, | $157,714 54 | Grand total, | $157,714 54 |

# DELAWARE AND HUDSON RAILROAD COMPANY.

Date of organization: April 23, 1823.
Under laws of what government or state organized: New York and Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Robert M. Olyphant, | New York City. | R. Suydam Grant, | New York City. |
| Alexander E. Orr, | " | George I. Wilber, | Oneonta, N. Y. |
| Chauncey M. Depew, | " | Charles A. Peabody, | New York City. |
| James W. Alexander, | " | Edward H. Harriman, | Arden, N. Y. |
| John Jacob Astor, | " | James H. Hyde, | New York City. |
| Frederick Cromwell, | " | Wm. S. Opdyke, | New York City. |
| David Wilcox, | " | | " |

## OFFICERS.

| Title. | Name. | Official Address |
|---|---|---|
| Chairman of the Executive Committee, | R. M. Olyphant, | New York City. |
| President, | David Wilcox, | " |
| First Vice President, | Alexander E. Orr, | " |
| Second Vice President, | Abel I. Culver, | Albany, N. Y. |
| Secretary, | F. Murray Olyphant, | New York City |
| Treasurer, | Charles A. Walker, | " |
| General Solicitor, | William S. Opdyke, | " |
| Ottorney, | Lewis E. Carr, | Albany, N. Y. |
| Comptroller, | L. H. Stewart, | New York City. |
| Assistant Comptroller, | W. H. Davies, | " |
| Auditor, R. R. Dept. Accts., | E. W. Porter, | Albany, N. Y. |
| Assistant Auditor, | John B. Brownell, | " |
| Chief Engineer, | James MacMartin, | " |
| General Superintendent, | A. J. Stone, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Lackawanna & Susquehanna Railroad, | Nineveh, N. Y., | Jefferson Jct., Pa., | 22.01 |
| Valley Railroad, | Carbondale, Pa., | Scranton, Pa., | 16.77 |
| Adirondack, | Saratoga, N. Y., | North Creek, N. Y., | 56.97 |
| Branches and spurs, | Collieries, | Main Line, | 1.80 |
| Schnectady and Mechanicsville, | East Glenville, N. Y., | Coons, N. Y., | 9.93 |
| Honesdale Branch, | Lookout Jct., Pa., | Honesdale, Pa., | 27.62 |
| | Schenectady, N. Y., | Duanesburgh, N. Y., | 13.79 |
| Coopertown and Charlotte Valley, | Charlotte Crossing, | Davenport Centre, N. Y. | 4.51 |
| Albany and Susquehanna, | Cobleskill, N. Y., | Cherry Valley, N. Y., | 21.04 |
| Cherry Valley, Sharon & Albany, | Albany, N. Y., | Binghampton, N. Y., | 142.59 |
| Cooperstown and Susquehanna Valley, | Cooperstown, N. Y., | Charlotte Crossing, | 19.48 |
| Rensselaer and Saratoga, | Troy, N. Y., | Ballston, N. Y., | 25.48 |
| West Troy and Green Island, | Watervliet, N. Y., | Green Island, N. Y., | 1.08 |
| Albany and Vermont, | Albany, N. Y., | Watervliet Jc., N. Y. | 12.18 |
| Saratoga and Schenectady, | Schenectady, N. Y., | Saratoga, N. Y., | 21.65 |
| Glen Falls Railroad, | Fort Edward, N. Y., | Caldwell, N. Y., | 15.12 |
| Saratoga and Whitehall, | Saratoga, N. Y., | State Line, N. Y., | 47.02 |
| Rutland and Whitehall, | State Line, | Castleton, Vt., | 6.83 |
| Rutland and Washington, | Eagle Bridge, | Rutland, Vt., | 62.44 |
| New York and Canada, | Lake Champlaign at Whitehall, N. Y. | Rouse's Point, N. Y., | 112.93 |
| Lake George Railroad, | Fort Ticonderoga, N. Y. | Baldwin, N. Y., | 4.91 |
| Whitehall and Plattsburgh, | South Jc., N. Y., | Ausable Forks, N. Y., | 19.05 |
| Chateaugay and Lake Placid Railway, | Dannemora, N. Y., | Lake Placid, N. Y., | 63.23 |
| Erie Railroad, | Binghampton, N. Y., | Owego, N. Y., | 22.00 |
| Plattsburg and Montreal, | Chazy Jct., N. Y., | Province Line, | 12.78 |
| Plattsburg and Dannemora, | Bluff Point, N. Y., | Dannemora, N. Y., | 16.38 |
| Union Railroad, | Green Ridge, Pa., | Wilkes-Barre, Pa., | 19.95 |
| Union Railroad, | Carbon St., Scranton, Pa. | Lack'a Ave., Scranton, Pa. | .51 |
| Plymouth and Wilkes-Barre Railroad, | So. Wilkes-Barre, Pa. | Plymouth, Pa., | 2.03 |
| Ticonderoga Railroad, | Delanco Jct., N. Y., | Ticonderoga, N. Y., | 1.41 |
| Jefferson Railroad, | Jefferson Jct., Pa., | Carbondale, Pa., | 34.60 |
| Nanticoke Railroad, | Mill Creek, | Wilkes-Barre, Pa., | 2.40 |
| Lehigh Valley Railroad, | Wilkes-Barre, Pa., | S. Wilkes-Barre, Pa., | 1.62 |
| Lackawanna and Bloomsburgh, | Plymouth, Pa., | Bull Run, | .78 |
| Total, | | | 842.89 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Real estate, | $5,026,560 19 | Capital stock, | $40,940,000 00 |
| Unmined coal, | 12,581,125 00 | Funded debt, | 8,800,000 00 |
| Railroad construction, | 10,188,900 13 | Interest and dividend due July 1, 1905, | 565,250 00 |
| Adirondack Railway, | 1,000,000 00 | Unpaid interest, dividends, etc., | 129,525 27 |
| Schenectady & Duanesburg R. R., | 500,000 00 | Sinking fund, D. & H. stock, | 65,936 06 |
| Railroad equipment, | 8,111,208 50 | Dividends payable, year 1905, out of profits, year, 1904, | 1,435,525 00 |
| Marine equipment, | 10,000 00 | General profit and loss, | 6,696,086 58 |
| Mine equipment, | 813,816 27 | | |
| Mine improvements, | 800,000 00 | | |
| Coal handling and storage plants, | 228,448 94 | | |
| Telegraph lines, | 10,512 54 | | |
| Supplies on hand, | 2,212,487 44 | | |
| Shop machinery, tools, etc., | 453,203 53 | | |
| Fire insurance fund, | 116,668 46 | | |
| Stocks of other companies, | 12,484,659 37 | | |
| Bonds of other companies, etc., | 240,236 10 | | |
| Advances on unmined coal, | 938,566 83 | | |
| Cash, | 2,331,030 44 | | |
| Coal on hand, | 226,404 36 | | |
| Bills and accounts receivable: | | | |
| Accounts receivable, | 5,908,095 57 | | |
| Railroad construction, | 328,205 34 | | |
| Accounts payable, | 5,877,806 60 | | |
| Balance Dr., | 358,404 81 | | |
| Grand total, | $58,632,322 91 | Grand total, | $58,632,322 91 |

# DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

Date of organization: March 11, 1853.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel Sloan, | New York, N. Y. | James Stillman, | New York, N. Y. |
| Eugene Higgins, | " | Frank Work, | " |
| William W. Astor, | " | H. McK. Twombly, | " |
| Wm. Rockefeller, | " | Harris C. Fahnestock, | " |
| Henry A. C. Taylor, | " | Fred'k W. Vanderbilt, | |
| J. Rogers Maxwell, | " | M. Taylor Pyne, | " |
| George F. Baker, | " | John D. Rockefeller, Jr. | " |
| | | | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Samuel Sloan, | 26 Exchange Pl., N. Y. |
| President, | William H. Truesdale, | " |
| Vice President, | B. D. Caldwell, | " |
| Vice President, | E. E. Loomis, | " |
| Secretary and Treasurer, | Fred. F. Chambers, | " |
| Attorney, | Walter W. Ross, | " |
| General Auditor, | O. C. Post, | " |
| Assistant Auditor, | W. C. Swift, | " |
| Chief Engineer, | Lincoln Bush, | Hoboken, N. J. |
| General Superintendent, | T. E. Clark, | Scranton, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Northern Division, | Scranton, | New York State Line, | 50.51 |
| Southern Division, | Scranton, | New Jersey State Line. | 63.82 |
| Western Division, | Scranton, | Northumberland, Pa., | 79.66 |
| Hopatcong Railroad, | Jct. with Morris and Essex R. R. | Amer. Forcite Mfg. Works. | .89 |
| Erie and Central New York Railroad, | Cortland Jct., | Cincinnati, N. Y., | 18.31 |
| Morris and Essex Railroad, | Hudson river, | Delaware river, | 118.90 |
| M. & E. Extension, Railroad, | Paterson Jct., | Paterson, N. J., | 1.92 |
| Newark and Bloomfield Railroad, | Roseville Jct., | Montclair, | 4.24 |
| Passaic and Delaware Railroad, | Summit Jct., | Bernardsville, N. J., | 14.11 |
| Pass. & Del. Extension, | Bernardsville Jct., | Gladstone, N. J., | 7.41 |
| Chester Railroad, | Chester Jct., | Chester, N. J., | 10.04 |
| Warren Railroad, | New Hampton Jct., | Delaware river, | 18.82 |
| Valley Railroad, | Penna. State Line, | Binghampton, N. Y., | 11.11 |
| Cayuga and Susquehanna Railroad, | Susquehanna river, | Ithaca, N. Y., | 34.41 |
| New York, Lackawanna and Western Railway. | Binghampton, N. Y., | Buffalo, N. Y., | 214.44 |
| Greene Railroad, | Chenango Forks, N. Y. | Greene, N. Y., | 8.10 |
| Utica, Chenango and Susquehanna Valley Railroad. | Greene, N. Y., | Utica and Richfield Springs. | 97.41 |
| Oswego and Syracuse Railroad, | Syracuse, N. Y., | Oswego, N. Y., | 34.98 |
| State of Pennsylvania. | | | |
| Delaware and Hudson, | Manville Breaker, Scranton, Pa., | Jct. with D. L. & W., | 1.89 |
| New York, Susq. and Western Railroad, | Mines, | Jct. with D. L. & W., | 4.41 |
| New York, Susq. and Western Railroad, | Mines, | Jct. with D. L. & W., | .25 |
| New York, Ontario and Western R. R., | Mines, | Jct. with D. L. & W., | 7.98 |
| State of New York. | | | |
| Syracuse, Binghampton & N. Y. R. R., | Binghampton, N. Y., | Chenango Forks, N. Y. | 12.00 |
| New York, Ontario and Western R. R., | In city of Utica, | | .20 |
| Central R. R. of New Jersey, Easton Bridge, N. J. | Phillipsburg, N. J., | Easton, Pa., | .58 |
| Total, | | | 816.39 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, | $25,525,587 03 | Capital stock, | $26,200,000 00 |
| Stocks owned, | 7,988,328 03 | Funded debt, | 3,067,000 00 |
| Bonds owned, | 5,378,245 44 | Current liabilities, | 7,084,584 42 |
| Other permanent investments, | 5,621,733 48 | Real estate mortgages, | 62,073 90 |
| Cash and current assets, | 15,541,764 72 | Accrued interest on funded debt not yet payable, | 71,085 00 |
| Other assets: | | Profit and loss, | 25,457,140 22 |
| Materials and supplies, | 1,817,954 79 | | |
| Sundries, | 68,270 05 | | |
| Grand total, | $61,941,883 54 | Grand total, | $61,941,883 54 |

# DELAWARE RIVER RAILROAD AND BRIDGE COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 17, 1896.
Under laws of what government or state organized: Pennsylvania and New Jersey.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel Rea, | Philadelphia, Pa. | W. A. Patton, | Philadelphia, Pa. |
| John P. Green, | " | T. Dewitt Cuyler, | " |
| George Wood, | " | D. H. Lovell, | Camden, N. J. |
| W. H. Barnes, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel Rea, | Philadelphia, Pa. |
| Secretary, | J. M. Harding, | " |
| Treasurer, | Taber Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Delaware River R. R. and Bridge Co. | Frankford Jc., Pa. | Pensauken Jc., N. J. | Penna. R. R. Co., | Resolution s of Board. | 4.82 |
| Branches, | | | | | 5.30 |
| Total, | | | | | 10.12 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,600,000 00 | Capital stock, | $1,300,000 00 |
| Cash and current assets, | 232,284 72 | Funded debt, | 1,300,000 00 |
| | | Current liabilities, | 20 00 |
| | | Accrued interest on funded debt not yet payable, | 21,666 67 |
| | | Profit and loss, | 210,598 05 |
| Grand total, | $2,832,284 72 | Grand total, | $2,832,284 72 |

# DELAWARE RIVER AND UNION RAILROAD COMPANY.

Date of organization: July 22, 1902.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. N. Pew, | Philadelphia, Pa. | W. S. Miller, | Pittsburg, Pa. |
| Arthur Pew, | " | Frank Cross, | Chester, Pa. |
| J. Howard Pew, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. N. Pew, | Philadelphia, Pa. |
| Vice President, | J. Howard Pew, | Marcus Hook, Pa. |
| Secretary and Treasurer, | Frank Cross, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Delaware River and Union Railroad Co., | Delaware river, | Phila., Baltimore & Washington R. R.; Phila. and Reading Railway & through property. | .75 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, | $28,933 38 | Capital stock, | $8,000 00 |
| Account receivable, | 273 07 | Loans, | 22,072 11 |
| Cash and current assets, | 393 01 | | |
| Profit and loss, | 472 65 | | |
| Grand total, | $30,072 11 | Grand total, | $30,072 11 |

# DELAWARE, SUSQUEHANNA AND SCHUYLKILL RAILROAD COMPANY.

Date of organization: April 14, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Alexander B. Coxe, | Drifton, Pa. |
| Eckley B. Coxe, Jr., | " |
| Irving A. Stearns, | 143 Liberty St., New York. |
| Henry B. Coxe, Jr., | Girard Trust Building, Philadelphia, Pa. |
| S. P. Wolverton, | Sunbury, Pa. |
| Alexander Brown Coxe, | Paoli, Pa. |
| Charles E. Coxe, | Malvern, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Irving A. Stearns, | 143 Liberty St., N. Y. |
| Secretary, | J. O. Baker, | Drifton, Pa. |
| Treasurer, | J. Brinton White, | 143 Liberty St., N. Y. |
| Manager, | L. C. Smith, | Drifton, Pa. |
| Engineer, | Ernest M. Porter, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Delaware, Susquehanna and Schuylkill Railroad. | Drifton, Pa., | Derringer, Pa., | 28.66 |
| Narrow Gauge, | Derringer, | Gowen, | 1.97 |
| Eckley Branch, | Eckley Junc., | Eckley No. 10 Breaker, Pa. | .57 |
| Stockton Branch, | Stockton Junc., | Stockton Breaker, Pa. | .15 |
| Beaver Meadow Branch, | Beaver Meadow Y, | Beaver Meadow Breaker. | 1.71 |
| Oneida Branch, | Oneida Junc., | Sheppton, Pa., | 9.73 |
| Oneida Branch, Narrow Gauge, | Oneida Breaker, | Oneida No. 6 Mines, | 2.60 |
| Oneida Branch, Narrow Gauge, | Oneida Switch, | Oneida No. 4 Mines, | .28 |
| Harwood Branch, | Harwood Junc., | Harwood Breaker, | .55 |
| Tomhicken Branch, | Tomhicken Junc., | Tomhicken Breaker, | .57 |
| Lumber Yard Connection, North, | Stockton Junc., | Lumber Yard Conn., | .82 |
| Lumber Yard Connection, South, | Stockton Bridge, | Lumber Yard Conn., | .62 |
| Total mileage owned, single track (not including sidings), | | | 42.83 |
| Part of Tamaqua, Hazleton and Northern Railroad. | D. S. & S. connection, Roan, Pa. | An arbitrary point, | .41 |
| Lehigh Valley Railroad, | Long Run Jct., Pa., | Hollywood and Lattimer Breaker. | 8.70 |
| Lehigh Valley Railroad, | Lumber Yard Connection. | Perth Amboy, N. J., | 134.18 |
| Total, | | | 181.52 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, ..... | $1,533,384 16 | Capital stock, ..... | $1,500,000 00 |
| Cash and current assets, ..... | 511,559 03 | Current liabilities, ..... | 482,593 28 |
| Other assets: | | Profit and loss, ..... | 70,439 92 |
| Materials and supplies, ..... | 8,090 01 | | |
| Grand total, ..... | $2,053,033 20 | Grand total, ..... | $2,053,033 20 |

# DELAWARE VALLEY RAILWAY COMPANY.

Date of organization: January 1, 1904.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Name. | Names. | Official Address. |
|---|---|---|---|
| Milton Yetter, ..... | E. Stroudsburg, Pa. | E. F. Peters, ..... | Bushkill, Pa. |
| Thomas Masters, ..... | Bangor, Pa. | Wm. Kuebler, ..... | " |
| Joshua Bray, ..... | " | H. P. Kinsey, ..... | " |
| Chas. Shuman, ..... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Milton Yetter, ..... | E. Stroudsburg, Pa. |
| Vice President, ..... | E. F. Peters, ..... | Bushkill, Pa. |
| Secretary, ..... | Samuel E. Shull, ..... | Stroudsburg, Pa. |
| Treasurer, ..... | William Bray, ..... | Bangor, Pa. |
| Attorney, or General Counsel, ..... | Joseph H. Shull, ..... | Stroudsburg, Pa. |
| Auditor, ..... | Morris Evans, ..... | " |
| Assistant General Manager, ..... | Milton Yetter, ..... | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Delaware Valley Railway Co., ..... | Stroudsburg, ..... | Bushkill, ..... | 12.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| | | Capital stock, | $99,000 00 |
| Cost of road and equipment, | $289,000 00 | Funded debt, | 190,000 00 |
| Cash and current assets, | 9,165 32 | Profit and loss, | 9,291 82 |
| Other assets: | | | |
| Materials and supplies, | 126 50 | | |
| Grand total, | $298,291 82 | Grand total, | $298,291 82 |

# DENTS RUN RAILROAD COMPANY.

Date of organization: September 15, 1903.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| W. S. Wallace, | Real Estate Trust Bldg., Phila. Pa. |
| R. H. Williams, | 704 Mooney Bldg., Buffalo,, N. Y. |
| H. A. Noble, | " |
| P. S. Merrell, | Dents Run, Pa. |
| E. F. Johnson, | " |
| Henry Williams, | Oak Ridge, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | William Emery, | Williamsport, Pa. |
| Vice President, | Geo. B Merrill, | Dents Run, Pa. |
| Secretary, | P. S. Merrill, | " |
| Treasurer, | J. R. Williams, | Dents Run, Pa., and Buffalo, N. Y. |
| Chief Engineer, | C. L. Olmsted, | Dent's Run, Pa. |
| General Superintendent, | E. F. Johnson, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Dents Run Railroad Co., | Dents Run, Pa., | Wilmere, Pa., | .6 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $52,018 90 | Capital stock, | $51,200 00 |
| Cost of equipment, | 3,983 40 | Current liabilities, | 9,101 35 |
| Cash and current assets, | 100 07 | | |
| Profit and loss, | 5,193 98 | | |
| Grand total, | $60,301 35 | Grand total, | $60,301 35 |

# DILLSBURG AND MECHANICSBURG RAILROAD COMPANY.

Operated by Cumberland Valley Railroad Company.
Date of organization: November 1, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| M. C. Kennedy, | Chambersburg, Pa. | Jno. M. Logan, | Dillsburg, Pa. |
| Wm. Penn Lloyd, | Mechanicsburg, Pa. | Edw. Bailey, | Harrisburg, Pa. |
| Edw. Watts, | Carlisle, Pa. | Jno. J. Milleisen, | Mechanicsburg, Pa. |
| John Hoffer, | Harrisburg, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | M. C. Kennedy, | Chambersburg, Pa. |
| Secretary and Treasurer, | W. L. Ritchey, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Dillsburg and Mechanicsburg R. R. | Jct. C. V. R. R. | Dillsburg, Pa., | Cumberland Valley R. R. Co. | Lease, | 7.70 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $216,353 78 | Capital stock, | $89,800 00 |
| Cash and current assets, | 3,590 35 | Funded debt, | 100,000 00 |
| Profit and loss, | 29,974 87 | Current liabilities, | 60,119 00 |
| Grand total, | $249,919 00 | Grand total, | $249,919 00 |

# DONORA SOUTHERN RAILROAD COMPANY.

Date of organization: April 2, 1902.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. H. Reed, | Pittsburg, Pa. | L. C. Bihler, | Pittsburg, Pa. |
| D. M. Clemson, | " | G. W. Kepler, | " |
| D. G. Kerr, | " | Wm. J. Post, | " |
| W. W. Blackburn, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. H. Reed, | Pittsburg, Pa. |
| Vice President, | D. M. Clemson, | " |
| Secretary, | Wm. J. Post, | " |
| Treasurer, | G. W. Kepler, | " |
| Auditor, | Wm. J. Post, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Donora Southern Railroad Co., | A point on the Monongahela river near Bamford Sta., Pa. | A point on the Monongahela river near Baird's Sta., Pa. | |
| "A," | | | 1.90 |
| "B," | | | 1.60 |
| Total, | | | 3.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $111,779 51 | Capital stock, | $40,000 00 |
| Stocks owned, | 5,168 05 | Current liabilities, | 87,804 96 |
| Cash and current assets, | 59,493 52 | Profit and loss, | 48,636 12 |
| Grand total, | $176,441 08 | Grand total, | $176,441 08 |

# DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD COMPANY.

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Wm. H. Newman, | New York, N. Y. |
| Vice President, Finance, | Edward V. W. Rossiter, | " |
| Vice President, Operations, | William C. Brown, | Chicago, Ill. |
| Vice President, Accounts, | John Carstensen, | New York, N. Y. |
| Secretary, | Dwight W. Pardee, | " |
| Treasurer, | Charles F. Cox, | " |
| Local Treasurer, | Rudolph P. Ahrens, | Cleveland, Ohio. |
| General Counsel, | George C. Greene, | " |
| Auditor, | Robert H. Hill, | " |
| Assistant Auditor, | Richard M. Huddleston, | " |
| General Manager, | Waldo H. Marshall, | " |
| Chief Engineer, | Edward A. Handy, | " |
| General Superintendent, | Henry S. Storrs, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Dunkirk, Allegheny Valley and Pittsburg Railroad. | Dunkirk, N. Y., | Titusville, Pa., | 90.51 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cash and current assets, | $236,094 40 | Current liabilities, | $105,080 32 |
| Other assets: | | Profit and loss, | 203,443 11 |
| Materials and supplies, | 72,429 03 | | |
| Grand total, | $308,523 43 | Grand total, | $308,523 43 |

# DUNKIRK, ALLEGHENY VALLEY AND PITTSBURGH RAILROAD COMPANY.

Operated by Lake Shore and Michigan Southern Railway Company.
Date of organization: December 1, 1872.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. K. Vanderbilt, | New York, N. Y. | W. C. Brown, | Chicago, Ill. |
| F. W. Vanderbilt, | " | Wm. Rockefeller, | New York, N. Y. |
| C. M. Depew, | " | James Stillman, | " |
| Wm. H. Newman, | " | W. K. Vanderbilt, Jr., | " |
| H. McK. Twombly, | " | Marlin E. Olmsted, | Harrisburg, Pa. |
| J. P. Morgan, | " | George C. Greene, | Cleveland, Ohio. |
| S. F. Barger, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | William H. Newman, | Grand Central Sta., N.Y. |
| Vice President, | Edward V. W. Rossiter, | " |
| Secretary, | Dwight W. Pardee, | " |
| Treasuer, | Edward L. Rossiter, | " |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, | $4,237,000 00 | Capital stock, | $1,300,000 00 |
| | | Funded debt, | 2,900,000 00 |
| | | Current liabilities, | 37,000 00 |
| Grand total, | $4,237,000 00 | Grand total, | $4,237,000 00 |

# EAGLES MERE RAILROAD COMPANY.

Operated by Williamsport and North Branch Railroad Company.
Date of organization: September 11, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. R. T. Ryan, | Williamsport, Pa. | A. G. Smith, | Philadelphia, Pa. |
| C. L. Munson, | " | E. L. Schaeffer, | " |
| William Emery, | " | L. H. Woddrop, | " |
| Howard N. Davis, | Philadelphia, Pa. | C. William Woddrop, | " |
| W. L. Welch, | " | B. Harvey Welch, | " |
| David Peoples, | | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. William Woddrop, | Hughesville, Pa. |
| First Vice President, | Joel H. DeVictor, | Philadelphia, Pa. |
| Second Vice President, | J. R. T. Ryan, | Williamsport, Pa. |
| Secretary, | B. Harvey Welch, | Hughesville, Pa. |
| Attorney or General Counsel, | S. P. Wolverton, | Sunbury, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Eagles Mere R. R. Co. | Sonestown, Pa., | Eagles Mere, Pa. | Williamsport and North Branch R. R. Co. | Lease, | .80 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $122,186 98 | Capital stock, | $50,000 00 |
| Cost of equipment, | 13,062 53 | Funded debt, | 100,000 00 |
| Stocks owned, | 10,000 00 | Time liabilities, | 19,176 98 |
| Profit and loss, | 23,927 47 | | |
| Grand total, | $169,176 98 | Grand total, | $169,176 98 |

# EAST BERLIN RAILWAY COMPANY.

Date of organization: Reorganized July 9, 1908.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. A. Himes, | New Oxford, Pa. | Vincent Sebold, | Emmettsburg, Md. |
| Chas. J. Delone, | Hanover, Pa. | Charles Dash, | Abbottstown, Pa. |
| Wm. G. Leas, | East Berlin, Pa. | H. C. Picking, | Gettysburg, Pa. |
| John D. Keith, | Gettysburg, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President, | Wm. A. Himes, | New Oxford, Pa. |
| Vice President, | W. G. Leas, | East Berlin, Pa. |
| Secretary, | Chas. J. Delone, | Hanover, Pa. |
| Treasurer, | John D. Keith, | Gettysburg, Pa. |
| Attorney, or General Counsel, | W. C. Sheely, | " |
| Auditor, | C. J. Delone, | Hanover, Pa. |
| General Manager, | Wm. A. Himes, | New Oxford, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| East Berlin Railway Co., | Berlin Jct., Pa., | East Berlin, Pa., | 7.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $50,800 00 | Capital stock, | $50,000 00 |
| Cost of equipment, | 2,000 00 | Current liabilities, | 2,800 00 |
| Cash and current assets, | 74 26 | Profit and loss, | 74 26 |
| Grand total, | $52,874 26 | Grand total, | $52,874 26 |

# EAST BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: July 3, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. A. Ingham, | Philadelphia, Pa. | John Markle, | Jeddo, Pa. |
| R. S. Seibert, | " | H. M. Howe, | Philadelphia, Pa. |
| Edward Roberts, 3d, | " | Wm. Longstreth, | " |
| Edward R. Wood, | " | J. M. Driesbach, | Mauch Chunk, Pa. |
| Geo. Theo. Roberts, | New York, N. Y. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | W. A. Ingham, | Philadelphia, Pa. |
| President, | R. S. Seibert, | Orbisonia, Pa. |
| Vice President, | Edward Roberts, 3d, | Philadelphia, Pa. |
| Secretary and Treasurer, | J. E. Haverstick, | " |
| Auditor, | E. C. Neall, | Orbisonia, Pa. |
| General Manager, | R. S. Seibert, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| East Broad Top Railroad Co., | Mt. Union, Pa., | Woodvale, Pa., | 31.13 |
| Shade Gap Railroad, | Orbisonia, Pa., | Shade Gap, Pa., | 6.17 |
| Booker Branch, | Jordan Jct., Pa., | Booker Mine, Pa., | 2.36 |
| Total, | | | 39.66 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $948,021 13 | Capital stock, | $815,589 43 |
| Cost of equipment, | 198,054 05 | Funded debt, | 542,400 00 |
| Stocks owned, | 90,834 76 | Current liabilities, | 452,961 21 |
| Bonds owned, | 1,000 00 | | |
| Cash and current assets, | 321,176 86 | | |
| Other assets: | | | |
| Materials and supplies, | 5,383 96 | | |
| Profit and loss, | 246,429 88 | | |
| Grand total, | $1,810,950 64 | Grand total, | $1,810,950 64 |

# EAST MAHANOY RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 9, 1856.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| B. H. Ball, | Philadelphia, Pa. | D. Jones, | Philadelphia, Pa. |
| Theodore Voorhees, | " | James M. Landis, | " |
| C. E. Henderson, | " | J. S. Harris, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| East Mahanoy R. R. | E. Mahanoy Jc., Pa. | Waste House Run, Pa. | Philadelphia and Reading Railway Co. | | 7.57 |
| Tamanend Branch, | E. Mahanoy Tunnel. | Nesquehoning Valley R. R. | Philadelphia and Reading Railway Co. | | 3.38 |
| Total, | | | | | 10.95 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $497,792 68 | Capital stock, | $497,750 00 |
| Cash and current assets, | 10,758 76 | Current liabilities, | 2,863 21 |
| | | Profit and loss, | 7,938 23 |
| Grand total, | $508,551 44 | Grand total, | $508,551 44 |

# EASTON AND NORTHERN RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: May 28, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Henry S. Drinker, | Haverford, Pa. | J. A. Middleton, | New York, N. Y. |
| D. G. Baird, | Beverly, N. J. | J. W. Platten, | Philadelphia, Pa. |
| E. A. Albright, | Rosalie, N. J. | G. N. Wilson, | " |
| E. T. Stotesbury, | Philadelphia, Pa. | J. F. Schapperkotter, | " |
| W. C. Alderson, | Overbrook, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Eben B. Thomas, | Philadelphia, Pa. |
| Vice President, | J. W. Platten, | " |
| Secretary, | D. G. Baird, | " |
| Treasurer, | Wm. C. Alderson, | " |
| General Solicitor, | H. S. Drinker, | New York City. |
| General Auditor, | G. N. Wilson, | Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Eastern and Northern R. R. | S. Easton, Pa., 13th St. Jct., Easton, Pa. | Belfast, Pa., | L. V. R. R., | Ownership, | 11.03 |
| Branch, | | Bushkill St., Easton, Pa. | L. V. R. R., | | 1.75 |
| Total, | | | | | 12.78 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $867,791 80 | Capital stock, | $300,000 00 |
| | | Funded debt, | 300,000 00 |
| | | Current liabilities, | 267,791 80 |
| Grand total, | $867,791 80 | Grand total, | $867,791 80 |

# EAST PENNSYLVANIA RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 21, 1857.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. F. Smith, | Philadelphia, Pa. | J. H. Sternbergh, | Philadelphia, Pa. |
| Theodore Voorhees, | " | Geo. D. Stitzel, | " |
| C. E. Henderson, | " | Beauveau Borie, | " |
| James M. Landis, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| East Pennsylvania Railroad Co. | Reading, Pa., | Allentown, Pa., | Phila. and Reading Ry Co. | Lease, | 25.38 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,905,586 01 | Capital stock, | $1,730,450 00 |
| Other assets: | | Funded debt, | 495,000 00 |
| Sundries, | 481,540 82 | Current liabilities, | 9,844 65 |
| | | Accrued interest on funded debt not yet due, | 6,600 00 |
| | | Profit and loss, | 145,232 18 |
| Grand total, | $2,387,126 83 | Grand total, | $2,387,126 83 |

# EDDYSTONE AND DELAWARE RIVER RAILROAD COMPANY.

Date of organization: June 12, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| W. P. Simpson, | Pennsylvania Bldg., Phila., Pa. |
| D. K. Nelson, | " " |
| W. N. Keenan, | P. O. Box 1188, New York. |
| W. P. Anthony, | Eddystone, Pa. |
| John Macadam, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | W. P. Simpson, | Penna. Building, Phila., Pa. |
| Vice President, | E. K .Nelson, | " " |
| Secretary, | W. N. Keenan, | P. O. Box 1188, New York. |
| Treasurer, | W. P. Simpson, | Penna. Building, Phila., Pa. |
| General Manager, | W. P. Anthony, | Eddystone, Pa. |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $26,187 23 | Capital stock, | $32,500 00 |
| Cost of equipment, | 4,517 94 | Current liabilities, | 25 00 |
| Other permanent investments, | 501 19 | Profit and loss, | 1,374 14 |
| Cash and current assets, | 2,692 78 | | |
| Grand total, | $33,899 14 | Grand total, | $33,899 14 |

# ELK AND HIGHLAND RAILROAD COMPANY.

Date of organization: April 4, 1898.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| D. H. Miller, | Kane, Pa. | C. H. Kemp, | Kane, Pa. |
| J. B. Wright, | " | J. H. Mott, | Warren, Pa. |
| J. W. Miller, | " | A. E. Miller, | Hansen, Pa. |
| A. P. Huey, | " | T. A. Hoskins, | Kane, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. H. Miller, | Kane, Pa. |
| Secretary, | J. W. Miller, | " |
| Treasurer, | J. B. Wright, | " |
| Attorney, or General Counsel, | McCauley & Whitmore, | Ridgway, Pa. |
| Auditor, | J. W. Miller, | Kane, Pa. |
| General Manager, | D. H. Miller, | " |
| Chief Engineer, | D. F. A. Wheelock, | Warren, Pa. |
| General Superintendent, | B. E. Miller, | Nansen, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Elk and Highlen Railroad, | Coon Run Jct., | Sugar Camp, | 7.15 |
| Kane and Elk, | Switch Back, | Kane and Elk Jct., | .20 |
| Branch to P. W. R. R., | Millers, | P. & W. R. R., | .56 |
| Carlson Branch, | Millers, | | 1.03 |
| Dry Run Branch, | Highland, | | 2.36 |
| Total, | | | 11.30 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $51,493 58 | Capital stock, | $51,000 00 |
| Cost of equipment, | 21,863 98 | Funded debt, | 8,500 00 |
| Cash and current assets, | 26,103 41 | Current liabilities, | 19,290 96 |
| | | Profit and loss, | 20,680 01 |
| Grand total, | $99,460 97 | Grand total, | $99,460 97 |

# ELLWOOD CONNECTING RAILROAD COMPANY.

Operated by Pittsburg and Lake Erie Railroad Company.
Date of organization: April 14, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. M. Schoonmaker, | Pittsburg, Pa. | H. W. Hartman, | Pittsburg, Pa. |
| John G. Robinson, | " | H. J. McElheny, | " |
| D. C. Ripley, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. M. Schoonmaker, | Pittsburg, Pa. |
| Secretary and Treasurer, | John G. Robinson, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Ellwood Connecting Railroad, | West Elwood Jct., Pa. | Beaver and Ellwood R. R. | .68 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $50,000 00 | Capital stock, | $50,000 00 |
| Cash and current assets, | 8,710 98 | Profit and loss, | 8,710 98 |
| Grand total, | $58,710 98 | Grand total, | $58,710 98 |

# ELLWOOD SHORT LINE RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: April 25, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Robert Finney, | Pittsburg, Pa. | W. C. Loree, | Wheeling, W. Va. |
| W. M. Kennedy, | " | C. W. Woolford, | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President | Oscar G. Murray, | Baltimore, Md. |
| Vice President | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Ellwood Short Line R. R. | North Sewickley, Pa. | Rock Point, Pa. | Balto. & Ohio R. R. Co. | Ownership, | 3.10 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $600,000 00 | Capital stock, ..... | $300,000 00 |
| | | Funded debt, ..... | 300,000 00 |
| Grand total, ..... | $600,000 00 | Grand total, ..... | $600,000 00 |

# ELMIRA AND WILLIAMSPORT RAILROAD COMPANY.

Operated by Northern Central Railway Company.
Date of organization: April 17, 1880.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. Read Fisher, .... | Philadelphia, Pa. | Murray Gorgas, ..... | Philadelphia, Pa. |
| Lewis P. Geiger, ..... | " | George M. Diven, ... | Elmira, N. Y. |
| Wm. D. Neilson, ..... | " | Thomas McKean, .... | Philadelphia, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Thomas Neilson, ..... | Provident Building, Phila. |
| Secretary and Treasurer, ..... | Lewis P. Geiger, ..... | " " |
| Comptroller, ..... | M. Riebenack, ..... | Broad Street Station, Phila. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Elmira and Williamsport R. R. Co. | Williamsport, Pa. | Elmira, N. Y., | Northern Central Railway Co. | Lease, ..... | 75.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,181,000 00 | Capital stock, | $1,000,000 00 |
| Cost of equipment, | 352,000 00 | Funded debt, | 1,533,000 00 |
| Stocks owned, | 3,100 00 | Profit and loss, | 4,779 16 |
| Bonds owned, | 500 00 | | |
| Cash and current assets, | 1,179 16 | | |
| Grand total, | $2,537,779 16 | Grand total, | $2,537,779 16 |

# EMPORIUM AND RICH VALLEY RAILROAD COMPANY.

Date of organization: February 16, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Henry Aucher, | Emporium, Pa. | W. H. Howard, | Emporium, Pa. |
| Joseph Kaye, | " | Geo. A. Walker, | " |
| Josiah Howard, | " | Mrs. Josiah Howard, | " |
| B. W. Green, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board & President, | Henry Aucher, | Emporium, Pa. |
| Vice President, | Joseph Kaye, | " |
| Secretary, | B. W. Green, | " |
| Treasurer, | W. H. Howard, | " |
| General Solicitor, | B. W. Green, | " |
| Comptroller, | W. H. Howard, | " |
| General Manager, | Joseph Kaye, | " |
| Assistant General Manager, | Joseph J. Lingle, | " |
| General Superintendent, | Joseph Kaye, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Emporium and Rich Valley R. R. | Emporium, | Elks Run, | 8.00 |
| Branches, | | | 5.50 |
| Total, | | | 13.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $128,792 17 | Capital stock, | $85,000 00 |
| Cost of equipment, | 38,398 56 | Current liabilities, | 13,574 41 |
| Cash and current assets, | 1,024 31 | Profit and loss, | 69,640 63 |
| Grand total, | $168,215 04 | Grand total, | $168,215 04 |

# ERIE RAILROAD COMPANY.

Date of organization: November 14, 1895.
Under laws of what government or state organized: New York.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Charles Steele, | New York City. | Samuel Spencer, | New York City. |
| F. D. Underwood, | " | F. L. Stetson, | " |
| J. J. Goodwin, | " | Geo. F. Baker, | " |
| E. H. Harriman, | " | Norman B. Ream, | " |
| J. G. McCullough, | North Bennington, Vt. | J. J. Hill, | " |
| Darius O. Mills, | New York City. | H. McK. Twombly, | " |
| Alexander E. Orr, | " | Wm. C. Lam, | " |
| Robert Bacon, | " | L. L. Stanton, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President | F. D. Underwood, | New York City. |
| First Vice President, | G. F. Brownell, | " |
| Second Vice President, | G. A. Richardson, | " |
| Third Vice President, | H. B. Chamberlain, | " |
| Secretary, | David Bosman, | " |
| Treasurer | D. W. Bigony, | " |
| General Solicitor, | G. F. Brownell, | " |
| Comptroller, | M. P. Blauvelt, | " |
| Auditor, | C. P. Crawford, | " |
| Auditor of Traffic, | F. A. Clark, | " |
| General Manager, | J. C. Stuart, | " |
| Assistant General Manager, | E. A. Williams, | " |
| Chief Engineer, | Francis Lee Stuart, | " |
| General Superintendent, | H. A. Dunkle, | " |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Erie Railroad Co., | Piermont, N. Y., | Dunkirk, N. Y., | 445.783 |
| Newburgh and New York R. R., | Arden Jct., N. Y., | Vailsgate Jct., N. Y., | 13.642 |
| Newburgh Branch R. R., | Greycourt, N. Y., | Newburgh, N. Y., | 18.231 |
| Buffalo Branch R. R., | Hornellsville, N. Y., | Attica, N. Y., | 60.880 |
| Buffalo, N. Y. & Erie R. R., | Painted Post, N. Y., | Buffalo, N. Y., | 140.293 |
| Suspension Bridge & Erie Jct. R. R., | East Buffalo, N. Y., | Susp. Bridge, N. Y., | 24.010 |
| Buffalo & South Western R. R., | Buffalo, N. Y., | Jamestown, | 66.360 |
| Edgerton Branch R. R., | Mayfield, Pa., | Edgerton, Pa., | 4.500 |
| Branch Road, | International Jct., | International Bridge, | 4.500 |
| Long Dock Co. R. R., | Bergen Tunnel, N. J., | Waterfront Jct., N. J. | 2.561 |
| Branch Road R. R., | Bergen Tunnel, N. J., | N. J. Jct. R. R. Tracks. | .433 |
| Newark & Hudson R. R., | Bergen Jct., | Newark, | 5.620 |
| Bergen County R. R., | Rutherford Jct., N. J. | Ridgewood Jct., | 9.821 |
| Jefferson R. R., | Lanesboro, Pa., | Carbondale, Pa., | 36.635 |
| Jefferson R. R., | West Hawley, Pa., | Honesdale, Pa., | 8.180 |
| Buffalo, Bradford & Pittsburg R. R., | Carrollton, N. Y., | Gileville, Pa., | 26.170 |
| West Branch R. R., | Bradford, Pa., | Nusbaums, | 5.240 |
| N. Y., L. E. & W. Coal and R. R., | Crawford Jct., | Johnsonburg, | 29.920 |
| Toby Branch R. R., | Brockwayville, | Toby Mines, | 12.000 |
| Mead Run R. R., | Brockport, | Shawmut, | 2.100 |
| Dagus R. R., | Daguscahonda, | Dagus Mines, | 5.810 |
| West Clarion, | Brockwayville, | W. Clarion Mines, | 1.990 |
| Arlington R. R., | Newark Jct., N. J., | N. Y. & G. L. Ry., N. J. | 1.160 |
| Bergen & Dundee R. R., | Garfield, N. J., | Passaic, N. J., | 2.450 |
| Elmira State Line R. R., | State Line, N. Y., | Pa. State Line, | 6.509 |
| Tioga R. R., | N. Y., Penna. State Line. | Arnot Jct., Pa., | 42.826 |
| Arnot and Pine Creek R. R., | Tioga Jct., Pa., | Hoytville, | 11.765 |
| Morris Run Branch, | Morris, Pa., | Blossburg, Pa., | 3.576 |
| Conesus Lake, | Conesus Lake Jc., N. Y. | Lakeville, N. Y., | 1.610 |
| Erie and Black Rock, | Black Rock Jct., | Black Rock, | 1.140 |
| Moosic Mt. & Carbondale, | Winton, Pa., | Marshwood, Pa., | 4.210 |
| Paterson, Newark and New York, | Newark, N. J., | Paterson, N. J., | 11.326 |
| Erie and Wyoming Valley, | Hawley, Pa., | Port Blanchard, | 59.045 |
| Nypano R. R., | Salamanca, N. Y., | Dayton, O., | 388.040 |
| Franklin Branch R. R., | Buchanan Jct., | Oil City, Pa., | 23.760 |
| Youngstown and Austintown R. R., | Youngstown, O., | Manning Jct., O., | |
| Youngstown and Austintown R. R., | Manning Jct., O., | Coal Mines, | 5.830 |
| Paterson and Hudson River R. R., | Bergen Tunnel, N. J., | Paterson, N. J., | 13.072 |
| Paterson and Ramopo R. R., | Paterson, | N. Y. State Line, | 14.760 |
| Union R. R., | State Line, N. Y., | Suffern, N. J., | .850 |
| N. Y. & G. L. R. R., | N. Y. & G. L. Jct., N. J. | Sterling Forest, N. J. | 39.261 |
| Ringwood Branch R. R., | Ringwood Jct., N. J., | Ringwood, N. J., | 3.789 |
| Caldwell R. R., | Caldwell Jct., N. J., | Caldwell, N. J., | 4.500 |
| Watching R. R., | Forest Hill, N. J., | Main St., W. Orange, N. J. | 4.163 |
| Roseland R. R., | Caldwell, N. J., | Essex Falls, N. J., | .947 |
| Montgomery and Erie R. R., | Goshen, N. Y., | Montgomery, N. J., | 10.430 |
| Goshen and Deckertown R. R., | Goshen, N. Y., | Pine Island, N. Y., | 11.640 |
| Middletown and Crawford R. R., | Crawford Jct., N. Y., | Pine Bush, N. Y., | 10.220 |
| Penn Coal Co. (Hawley Branch) R. R., | Lackawaxen, Pa., | West Hawley, Pa., | 15.610 |
| Rochester and Genesee Valley R. R., | Avon, N. Y., | Rochester, N. Y., | 18.401 |
| Avon, Genesee and Mt. Morris R. R., | Avon, N. Y., | Mt. Morris, N. Y., | 17.700 |
| Northern Railroad of New Jersey, | Bergen Jct., N. J., | Nyack, N. Y., | 26.050 |
| Sharon R. R., | Sharon, Pa., | Pymatunning Jct., N. Y. | 7.930 |
| Sharon R. R., | Ferrona, Pa., | New Castle, Pa., | 23.590 |
| Sharon R. R., | Boyce Jct., Pa., | Sharpsville, Pa., | 1.550 |
| Cleveland and Mahoning Valley R. R., | Cleveland, O., | Penna. State Line, | 80.810 |
| Cleveland and Mahoning Valley R. R., | Girard, O., | Crab Creek, O., | 6.005 |
| Cleveland and Mahoning Valley R. R., | Niles, O., | New Lisbon, O., | 36.250 |
| Westernman, | Penna. State Line, | Sharon, Pa., | 2.090 |
| Brock, | Brockwayville, Pa., | Brock Mine, Pa., | 1.575 |
| New Jersey Jct. R. R., | N. J. Jct. R. R. Track. | Weehawken, D. & H., | 3.020 |
| Northern Central R. R., | Southport Jct., N. Y., | State Line Jct., N. Y. | 2.310 |
| Philadelphia and Erie, | Johnsonburg, Pa., | Brockwayville, Pa., | 27.760 |
| Philadelphia and Erie, | Ridgeway, Pa., | Daguscahonda, Pa., | 5.000 |
| Total, | | | |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, | $350,837,682 09 | Capital stock, | $176,271,300 00 |
| Stocks owned, | 14,366,881 57 | Funded debt, | 188,162,108 99 |
| Bonds owned, | 5,351,417 62 | Current liabilities, | 5,573,979 73 |
| Cash and current assets, | 10,800,775 91 | Real estate mortgages, | 762,850 00 |
| Other assets: | | Accrued interest on funded debt not yet payable and rentals, | 1,649,424 06 |
| Materials and supplies, | 2,256,575 61 | Reserve fund, | 1,023,470 67 |
| Traffic Association deposits, | 26,984 90 | Construction obligations, | 12,000 00 |
| Insurance expenses paid, not accrued, | 10,126 95 | Accrued Penn Coal Company sinking fund, | 1,204,780 49 |
| Advances to subsidiary companies, | 2,870,240 22 | First preferred stock, dividend No. 9, | 957,848 00 |
| On deposit with sinking fund trustees, | 1,043,975 46 | Second preferred stock, dividends Nos. 1 and 2, | 640,000 00 |
| Reserve funds, | 183,692 43 | Profit and loss, | 11,490,590 77 |
| Grand total, | $387,748,352 76 | Grand total, | $387,748,352 76 |

# ERIE AND PITTSBURGH RAILROAD COMPANY.

Operated by Pennsylvania Company.
Date of organization: June 25, 1858.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. H. Strong, | Erie, Pa. | Jas. McCrea, | Pittsburg, Pa. |
| M. H. Taylor, | " | C. S. Fairchild, | New York, N. Y. |
| G. R. Metcalf, | " | J. J. Spearman, | Sharon, Pa. |
| J. P. Green, | Philadelphia, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. H. Strong, | Erie, Pa. |
| Vice President | M. H. Taylor, | " |
| Secretary and Treasurer, | J. P. Smart, | " |
| Attorney, or General Counsel, | Frank Gunnison, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Erie & Pittsburg R. R. | Girard Jct., Dock Jct. | New Castle, Harbor of Erie | Penna. Company, | Lease, | 84.47 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $7,012,619 96 | Capital stock, | $2,000,000 00 |
| Stocks owned, | 3,171 08 | Betterment stock, | 512,300 00 |
| Cash and current assets, | 155,469 92 | Funded debt, | 4,458,000 00 |
| | | Current liabilities, | 194,198 45 |
| | | Profit and loss, | 6,762 51 |
| Grand total, | $7,171,260 96 | Grand total, | $7,171,260 96 |

# ERIE AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: November 6, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. Lowber Welsh, | Philadelphia, Pa. | M. A. May, | Scranton, Pa. |
| G. A. Richardson, | New York City. | J. G. McCullough, | North Bennington Vt. |
| V. L. Peterson, | Dunmore, Pa. | F. D. Underwood, | New York City. |
| W. W. Inglis, | Scranton, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. D. Underwood, | New York, N. Y. |
| Secretary, | David Bosman, | " |
| Treasurer, | D. W. Bigoney, | " |
| Comptroller, | M. P. Blauvelt, | " |
| Auditor, | C. P. Crawford, | " |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Erie and Wyoming Valley R. R., | Hawley, | Pt. Blanchard, | 48.24 |
| Hawley Washery Branch, | Main Line, | Washery, | .83 |
| Hoadly Washery Branch, | Main Line, | Washery, | .71 |
| Lake Ariel Washery Branch, | Lake Jct., | Lake Ariel, | 2.53 |
| Lake Henry Washery Branch, | Maplewood, | Lake Henry, | .41 |
| Jessup Branch, | Rock Jct., | Jessup, | 6.92 |
| Scranton Branch, | Rock Jct., | Scranton, | 4.20 |
| Scranton Branch, | West Jct., | No. 6 Jct., | .59 |
| Brownesville Branch, | Main Line, | Brownesville Breaker, | 1.08 |
| Brookside Washery Branch, | Brownesville Breaker, | Brooks de Washery, | 1.26 |
| Old Forge Branch, | Avoca, | Old Forge Breaker, | 1.05 |
| Delaware and Hudson Branch, | Old Forge Breaker, | D. & H. Yard, | .18 |

PROPERTY OPERATED—Continued.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| L. & B. Branch, | Avoca, | Wyoming Jct., | 1.61 |
| Barnum Breaker Branch, | L. & B. Branch, Wyoming Jct. | Barnum Breaker, | .73 |
| Avoca Coal Company Branch, | Avoca, | Avoca Coal Company Branch. | .76 |
| No. 10 Breaker Branch, | Main Line, | No. 10 Breaker,, | 1.05 |
| No. 6 Breaker Branch, | No. 7 Jct., | End of Loop, | 1.38 |
| Pittston Branch, | No. 7 Jct., | Pittston, | 1.09 |
| No. 14 Breaker Branch, | Pt. Blanchard, | No. 14 Breaker, | .86 |
| Nay Aug Branch, | Scranton Branch, | Nay Aug, | .42 |
| Anthony Washery Branch, | Dunmore Yard, | Anthony Washery, | .34 |
| No. 15 Breaker Branch, | Scranton Branch, | No. 5 Breaker, | .34 |
| Stove Works Branch, | Scranton Branch, | Stove Works, | .22 |
| Green Ridge Breaker Branch, | Scranton Branch, | Green Ridge Breaker, | .35 |
| No. 1 Breaker Branch, | Jessup Branch, | No. 1 Breaker, | .47 |
| No. 6 Washery Branch, | No. 6 Branch, | No. 6 Washery, | .39 |
| Total, | | | 78.20 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,415,028 57 | Capital stock, | $1,500,000 00 |
| Cost of equipment, | 138,146 40 | Erie R. R. Co., | 396,226 62 |
| | | Profit and loss, | 656,948 15 |
| Grand total, | $2,553,174 97 | Grand total, | $2,553,174 97 |

# ETNA AND MONTROSE RAILROAD COMPANY.

Date of organization: April 27, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. H. Reed, | Pittsburg, Pa. | Wm. J. Post, | Pittsburg, Pa. |
| D. M. Clemson, | " | L. C. Bihler, | " |
| D. G. Kerr, | " | G. W. Kepler, | " |
| W. W. Blackburn, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. H. Reed, | Pittsburg, Pa. |
| Secretary, | Wm. J. Post, | " |
| Treasurer | G. W. Kepler, | " |
| Auditor, | Wm. J. Post, | " |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Etna and Montrose R. R. Co., ..... | Pine Creek, Pa., ..... | Etna, Pa., ..... | 2.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Leasehold, ..... | $60,000 00 | Capital stock, ..... | $60,000 00 |
| Cash and current assets, ..... | 83,936 33 | Current liabilities, ..... | 3,888 67 |
| | | Profit and loss, ..... | 80,047 66 |
| Grand total, ..... | $143,936 33 | Grand total, ..... | $143,936 33 |

# FAIRMOUNT, MORGANTOWN AND PITTSBURG RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: August 10, 1893.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Names. |
|---|---|---|---|
| Wm. H. Cooke, ..... | Morgantown, W. Va. | W. C. Pressing, ..... | Pittsburg, Pa. |
| Wm. A. Hanway, .... | Baltimore, Md. | Wm. Reed, ..... | Baltimore, Md. |
| Wm. Hunt, ..... | Uniontown, Pa. | W. A. Sproull, ..... | Philadelphia, Pa. |
| W. M. Kennedy, ..... | Pittsburg, Pa. | C. W. Woolford, ..... | Baltimore, Md. |
| W. C. Loree, ..... | Wheeling, W. Va. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Oscar G. Murray, ..... | Baltimore, Md. |
| Vice President, ..... | W. M. Kennedy, ..... | Pittsburg, Pa. |
| Secretary, ..... | C. W. Woolford, ..... | Baltimore, Md. |
| Treasurer, ..... | J. V. McNeal, ..... | " |
| Auditor, ..... | J. L. Kirk, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Fairmount, Morgantown & Pittsburg R. R. | Uniontown, Pa. | F. M. & P. Jct., W. Va. | Balto. & Ohio R. R. Co. | Ownership of stock. | 56.92 |
| Red Stone Branch, | Moores Jct., Pa. | Moores, Pa., .. | Balto. & Ohio R. R Co. | ..... | 1.00 |
| Total, ..... | ..... | ..... | ..... | ..... | 57.92 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $6,103,461 68 | Capital stock, | $3,000,000 00 |
| | | Funded debt, | 3,000,000 00 |
| | | Current liabilities, | 103,461 68 |
| Grand total, | $6,103,461 68 | Grand total, | $6,103,461 68 |

# FALL BROOK RAILWAY COMPANY.

Operated by New York Central and Hudson River Railroad Company.
Date of organization: July 1, 1892.
Under laws of what government or state organized: New York and Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John Magee, | Corning, N. Y. | J. M. Ellsworth, | Corning, N. Y. |
| Daniel Beach, | " | A. S. Stothoff, | " |
| Jno. H. Lang, | " | Wm. Howell, | " |
| D. S. Ellsworth, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President | John Magee, | Corning, N. Y. |
| First Vice President, | Daniel Beach, | " |
| Second Vice President, | John H. Lang, | " |
| Secretary, | D. S. Ellsworth, | " |
| Treasurer, | John H. Lang, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Fall Brook Railway. | Corning, N. Y., | Antrim, Pa., | N. Y. C. & H. R. R. Co. | Lease, | 51.66 |
| Cowanesque Branch. | Lawrenceville, Pa. | Ulysses, Pa., | N. Y. C. & H. R. R. Co. | Lease, | 39.85 |
| Total, | | | | | 91.51 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,824,509 09 | Capital stock, | $5,000,000 00 |
| Cost of equipment, | 2,276,030 27 | Profit and loss, | 993,418 38 |
| Cash and current assets, | 892,879 02 | | |
| Grand total, | $5,993,418 38 | Grand total, | $5,993,418 38 |

# FAYETTE COUNTY RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: March 17, 1858.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| L. G. Haas, | Baltimore, Md. | W. C. Loree, | Wheeling, W. Va. |
| J. F. Irwin, | Connellsville, Pa. | J. V. Thompson, | Uniontown, Pa. |
| W. M. Kennedy, | Pittsburg, Pa. | C. W. Woolford, | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | Name. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | By what Company Operated. | | |
| Fayette County R. R. | Greene Jct., Pa. | Uniontown, Pa., | Balto. & Ohio R. R. Co. | Ownership, | 11.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $108,654 25 | Capital stock, | $107,400 00 |
| | | Current liabilities, | 1,254 25 |
| Grand total, | $108,654 25 | Grand total, | $108,654 25 |

# GETTYSBURG AND HARRISBURG RAILWAY COMPANY.

Date of organization, July 16, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. H. Loomis, | Philadelphia, Pa. | James M. Landis, | Philadelphia, Pa. |
| W. G. Brown, | " | C. K. Klink, | " |
| Richard Tull, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Gettysburg and Harrisburg Railway Co | Carlisle, Pa., | Round Top, Pa., | 34.07 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,178,568 05 | Capital stock, | $600,000 00 |
| Cost of equipment, | 41,026 00 | Funded debt, | 565,000 00 |
| Cash and current assets, | 34,537 37 | Current liabilities, | 69,254 80 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 7,687 50 |
| Materials and supplies, | 10,341 30 | Profit and loss, | 22,530 42 |
| Grand total, | $1,264,472 72 | Grand total, | $1,264,472 72 |

# GLENWOOD RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: July 20, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Robt. Finney, | Pittsburg, Pa. | C. A. Robinson, | Wheeling, W. Va. |
| S. K. Harris, | " | W. P. Snyder, | Pittsburg, Pa. |
| W. M. Kennedy, | " | C. W. Woolford, | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Glenwood R. R., | Marion Jct., Pa. | Wheeling Jct., Pa. | Balto. & Ohio R. R. Co. | Ownership, | 1.48 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $629,915 92 | Capital stock, | $20,000 00 |
| | | Current liabilities, | 609,915 92 |
| Grand total, | $629,915 92 | Grand total, | $629,915 92 |

# HANOVER AND NEWPORT RAILROAD COMPANY.

Date of organization: March 14, 1894.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. F. Hallstead, ... | Scranton, Pa. | Samuel Sloan, ..... | New York City. |
| James Archbald, ..... | " | Edwin R. Holden, .... | " |
| William H Storrs, ... | " | Frederick H. Gibbens, | " |
| Chas. C. Rose, ..... | " | Samuel Sloan, Jr., ... | " |
| John F. Snyder, ..... | " | Arthur D. Chambers,.. | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | William F. Hallstead, ..... | Scranton, Pa. |
| Secretary, ..... | Fred. F. Chambers, ..... | 26 Exchange Place, N. Y. |
| Treasurer, ..... | Arthur D. Chambers, ..... | " " |
| General Superintendent, ..... | F. E. Clarke, ..... | Scranton, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Hanover and Newport R. R. Co., ..... | Connection with D., L. & W. R. R. Co. near Plymouth Sta. | 1½ or 2 miles north of village of Newport Center. | 3.41 |
| Auchincloss Branch, ..... | Main Line, ..... | Near Auchincloss Breaker. | .63 |
| Warrior Run Branch, ..... | Near Dundee Shaft on Main Line. | Near Hanover Station on Central Railroad of New Jersey. | 2.77 |
| Total, ..... | ..... | ..... | 6.81 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $454,860 64 | Capital stock, ..... | $50,000 00 |
| Cash and current assets, ..... | 50,000 00 | Current liabilities, ..... | 466,845 03 |
| Profit and loss, ..... | 11,984 39 | | |
| Grand total, ..... | $516,845 03 | Grand total, ..... | $516,845 03 |

# HARRISBURG, PORTSMOUTH, MT. JOY AND LANCASTER RAILROAD COMPANY.

Operated by Pennsylvania Railroad Companyy.
Date of organization: June 9, 1832.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John P. Green, | Philadelphia, Pa. | A. Louden Snowden, | Philadelphia, Pa. |
| N. P. Shortridge, | " | William Dulles, | " |
| A. J. Cassatt, | " | G. Brinton Roberts, | " |
| A. D. Barclay, | " | Arthur V. Morton, | " |
| Samuel Rea, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John P. Green, | Philadelphia, Pa. |
| Secretary and Treasurer, | Taber Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster R. R. | Dillerville, Pa., | Harrisburg, Pa. | Penna. R. R. Co., | Lease, | 34.49 |
| Branch, | Columbia, Pa., | Branch Intersection. | Penna. R. R. Co., | | 18.15 |
| Total, | | | | | 52.64 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,881,210 00 | Capital stock, | $1,182,550 00 |
| Stocks owned, | 18,424 43 | Funded debt, | 700,000 00 |
| Bonds owned, | 148,500 00 | Current liabilities, | 61,697 25 |
| Cash and current assets, | 62,043 06 | Profit and loss, | 165,930 33 |
| Grand total, | $2,110,177 58 | Grand total, | $2,110,177 58 |

8—8—1905

# HOOVERHURST AND SOUTHWESTERN RAILROAD COMPANY.

Date of organization: May 9, 1902.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| James Kerr, | Clearfield, Pa. | N. L. Hoover, | Hooverhurst, Pa. |
| A. E. Patton, | Curwensville, Pa. | Jno. W. Kephart, | Dubois, Pa. |
| Albert B. Kerr, | New York City. | G. C. Shults, | Clearfield, Pa. |
| A. G. Palmer, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | James Kerr, | Clearfield, Pa. |
| Secretary, | Albert B. Kerr, | 40 Wall St., New York. |
| Treasurer, | A. E. Patton, | Curwensville, Pa. |
| Auditor, | J. L. Irwin, | Clearfield, Pa. |
| General Manager, | G. C. Shults, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Hooverhurst and Southwestern R. R., | Hooverhurst, Pa., | Nashville, Pa., | 9.03 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $214,761 77 | Capital stock, | $150,000 00 |
| Cost og equipment, | 6,506 20 | Current liabilities, | 74,023 35 |
| Cash and current assets, | 15,491 23 | Profit and loss, | 16,591 15 |
| Other assets: | | | |
| Materials and supplies, | 3,765 30 | | |
| Grand total, | $240,614 50 | Grand total, | $240,614 50 |

# HUNTERS RUN AND SLATE BELT RAILROAD COMPANY.

Date of organization: June 8, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| J. Horace Harding, | 25 Broad street, New York, N. Y. |
| Chas. D. Barney, | 122 South Fourth street, Philadelphia. |
| Jay Cooke, III, | " " |
| Edward H. Levis, | " " |
| A. C. Givler, | Pine Grove Furnace, Pa. |
| Henry E. Butler, | 25 Broad street, New York, N. Y. |
| M. F. Middleton, Jr., | " " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President | J. Horace Harding, | 25 Broad street, New York. |
| Secretary and Treasurer, | Henry E. Butler, | " " |
| General Superintendent, | A. C. Givler, | Pine Grove Furnace, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Hunters Run and Slate Belt Railroad Co. | Pine Grove Furnace, | Slate Belt, | 5.50 |
| Gettysburg and Harrisburg Railway, | Hunters Run, | Pine Grove Furnace, | 8.00 |
| Total, | | | 13.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $53,018 43 | Capital stock, | $59,600 00 |
| Cost of equipment, | 6,589 14 | Current liabilities, | 16,615 22 |
| Hunters Run property, | 3,343 48 | Real estate mortgages, | 4,500 00 |
| Cash and current assets, | 4,367 11 | | |
| Other assets: | | | |
| Materials and supplies, | 248 89 | | |
| Profit and loss, | 13,148 17 | | |
| Grand total, | $80,715 22 | Grand total, | $80,715 22 |

# HUNTINGDON AND BROAD TOP RAILROAD AND COAL COMPANY.

Date of organization: May 6, 1852.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Edward Bringhurst, Jr., | Wilmington, Del. |
| William Bault, | 140 Chestnut street, Philadelphia, Pa. |
| Chas. S. Farnum, | 321 Walnut street, Philadelphia, Pa. |
| Carl M. Gage, | 30 Manhattan Building, Philadelphia, Pa. |
| Lewis A. Riley, | 222 Walnut street, Philadelphia, Pa. |
| Harrison K. Caner, | 1707 Walnut street, Philadelphia, Pa. |
| Thos. R. Patton, | Masonic Temple, Philadelphia, Pa. |
| Robt. H. Crozer, | Upland, Philadelphia, Pa. |
| W. H. Shallcross, | Frankford, Philadelphia, Pa. |
| Morris W. Stroud, | 222 South Third street, Philadelphia, Pa. |
| James W. Paul, Jr., | Drexel Building, Philadelphia, Pa. |
| Charles D. Barney, | 122 South Fourth street, Philadelphia, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel Bancroft, Jr., | Manhattan Building, Phila. |
| Vice President, | Carl M. Gage, | " " |
| Secretary and Treasurer, | J. P. Donaldson, | " " |
| General Manager, | Carl M. Gage, | " |
| Superintendent, | J. A. Greenleaf, | Huntingdon, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Main Line. | | | |
| H. & B. T. M. R. R., | Huntingdon, | Mt. Dallas, | 45.00 |
| Branches and Spurs. | | | |
| Shoups Run, | Saxton, | Black Colliery No. 3, | 9.40 |
| Six Mile Run, | Riddlesburg, | Delaware Colliery No. 3. | 4.90 |
| Shreeves Run, | Shreeves Run Jct., | Shreeves Run Colliery. | 1.30 |
| Sandy Run, | Sandy Run Jct., | Sandy Run, | 2.90 |
| Longs Run, | Longs Run Jct., | Kearney, | 2.60 |
| Kimber Run, | Kimber Run Jct., | Kimber Run Colliery, | 1.00 |
| Total, | | | 67.10 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, ... | $5,836,954 92 | Capital stock, ..... | $3,371,750 00 |
| Stocks owned, ..... | 34,250 00 | Funded debt, ..... | 2,621,500 00 |
| Lands owned, ..... | 59,681 92 | Current liabilities, ..... | 59,288 22 |
| Cash and current assets, ..... | 235,025 47 | Car trust car special fund, ..... | 50,537 00 |
| Other assets: | | Profit and loss, ..... | 480,645 62 |
| Equipment trusts, ..... | 241,000 00 | | |
| Materials and supplies, ..... | 76,808 53 | | |
| Grand total, ..... | $6,583,720 84 | Grand total, ..... | $6,583,720 84 |

# IRONTON RAILROAD COMPANY.

Date of organization: March 4, 1859.
Under laws of what government or state crganized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel Thomas, ..... | Catasauqua, Pa. | Fred. R. Drake, ..... | Easton, Pa. |
| B. F. Fackenthal, Jr., | Easton, Pa. | J. S. Rodenbaugh, .... | " |
| W. H. Hulick, ..... | New York, N. Y. | James W. Weaver, ... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President ..... | B. F. Fackenthal, Jr., ..... | Easton, Pa. |
| Vice President, ..... | W. H. Hulick, ..... | New York, N. Y. |
| Secretary and Treasurer, ..... | James W. Weaver, ..... | Easton, Pa. |
| Chief Engineer and General Superintendent, ..... | S. R. Thomas, ..... | Hokendauqua, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Ironton Railroad, ..... | Coplay, Pa., ..... | Egypt, Pa., ..... | 2.50 |
| | Egypt, Pa., ..... | West Coplay, Pa., .. | .75 |
| | Egypt, Pa., ..... | Ironton, Pa., ..... | 3.00 |
| | Ormrod, Pa., ..... | Siegersville, Pa., .... | 3.50 |
| Lehigh Valley Railroad, ..... | Coplay, Pa., ..... | Coplay, Pa., ..... | .25 |
| Thomas Iron Co., ..... | Catasauqua, Pa., .... | Coplay, Pa., ..... | 1.00 |
| Total, ..... | ..... | ..... | 11.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $171,900 00 | Capital stock, | $200,000 00 |
| Cost of equipment, | 28,100 00 | Current liabilities, | 61,350 86 |
| Lands owned, | 674 86 | Profit and loss, | 54,186 05 |
| Cash and current assets, | 115,362 05 | | |
| Grand total, | $316,036 91 | Grand total, | $316,036 91 |

# JAMESTOWN AND FRANKLIN RAILROAD COMPANY.

Operated by Lake Shore and Michigan Southern Railway Company.
Date of organization: April 5, 1862.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Charles Miller, | Stoneboro, Pa. | G. H. McIntire, | Franklin, Pa. |
| Wm. H. Newman, | New York, N. Y. | S. R. Mason, | " |
| H. McK. Twombly, | " | Robert P. Cann, | Stoneboro, Pa. |
| William C. Brown, | Chicago, Ill. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President | Charles Miller | Franklin, Pa. |
| Vice President | William H. Newman, | New York, N. Y. |
| Secretary, | Dwight W. Pardee, | " |
| Treasurer, | Chas. F. Cox, | Stoneboro, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Jamestown and Franklin R. R. | Jamestown, Pa | Oil City, Pa., | Lake Shore and Michigan Southern Ry. | 30 per cent. gross earnings. | 50.91 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,718,610 42 | Capital stock, | $607,243 00 |
| Lands owned, | 23,735 23 | Funded debt, | 798,000 00 |
| Cash and current assets, | 8,292 00 | Current liabilities, | 1,111,439 93 |
| | | Accrued interest on funded debt not yet payable, | 2,916 67 |
| | | Timber, | 19,390 63 |
| | | Profit and loss, | 211,647 43 |
| Grand total, | $2,750,637 65 | Grand total, | $2,750,637 65 |

# JEFFERSON RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: February 15, 1864.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| F. D. Underwood, | P. O. Box 839, New York, N. Y. |
| G. F. Brownell, | " " |
| J. Lowber Welsh,* | Philadelphia, Pa. |
| E. N. Willard, | " |
| W. A. May, | Dunmore, Pa. |
| M. S. Terwilliger, | Susquehanna, Pa. |
| G. A. Richardson, | P. O. Box 839, New York, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. Lowber Welsh,* | Philadelphia, Pa. |
| Vice President | E. D. Underwood, | P. O. Box 839, New York. |
| Secretary, | David Bosman, | " |
| Treasurer, | D. W. Bigoney, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Honesdale Branch, | Hawley, Pa., | Honesdale, Pa., | Erie R. R. Co., | Lease, | 8.180 |
| Carbondale Branch, | Lanesboro, Pa., | Carbondale, Pa. | Erie R. R. Co., | Lease, | 36.635 |
| Total, | | | | | 44.815 |

*Deceased.

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $6,605,289 96 | Capital stock, | $2,095,450 00 |
| | | Funded debt, | 3,100,000 00 |
| | | Advances Erie R. R. Co., | 912,632 11 |
| | | N. Y., L. E. & W. and receivers, | 468,276 02 |
| | | Erie Railroad Company, | 28,931 83 |
| Grand total, | $6,605,289 96 | Grand total, | $6,605,289 96 |

# JERSEY SHORE AND ANTES FORT RAILROAD COMPANY.

Date of organization: May 18, 1904.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Robt. McCullough, | Jersey Shore, Pa. | C. J. Mohn, | Jersey Shore, Pa. |
| H. B. Humes, | " | J. M. Rulley, | " |
| M. L. Mench, | " | C. B. McCullough, | " |
| M. T. Howell, | " | M. I. Sallada, | " |
| J. G. Calvert, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President | Robert McCullough, | Jersey Shore, Pa. |
| Vice President, | J. G. Calvert, | " |
| Secretary, | C. B. McCullough, | " |
| Treasurer, | M. T. Howell, | " |
| General Manager, | C. B. McCullough, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Jersey Shore and Antes Fort R. R., | Jersey Shore, | Antes Fort, | 2.00 |
| | Antes Fort, | Nippono, | 2.10 |
| Total, | | | 4.10 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $27,600 16 | Capital stock, | $36,200 00 |
| Cost of equipment, | 10,985 16 | Current liabilities, | 11,882 36 |
| Cash and current assets, | 11,268 38 | Profit and loss, | 2,221 34 |
| Other assets: | | | |
| Materials and supplies, | 450 00 | | |
| Grand total, | $50,303 70 | Grand total, | $50,303 70 |

# JOHNSONBURG RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 14, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Bayard Henry, | Philadelphia, Pa. | Fletcher Coleman, | Williamsport, Pa. |
| John J. Henry, | " | W. H. Barnes, | Philadelphia, Pa. |
| W. A. Patton, | " | John P. Green, | " |
| Saml. Rea, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Bayard Henry, | Philadelphia, Pa. |
| Secretary and Treasurer, | J. S. Vanzandt, | " |
| Comptroller, | M. Riebenack | " |
| Chief Engineer, | W. H. Brown, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Johnsonburg R. R., | Johnsonburg, Pa. | Chasemont, Pa. | Penna. R. R., | Lease, | 19.69 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $400,953 34 | Capital stock, | $200,000 00 |
| Lands owned, | 500 00 | Funded debt, | 200,000 00 |
| Cash and current assets, | 772 15 | Current liabilities, | 36,532 38 |
| Other assets: | | | |
| Sundries, | 2,200 00 | | |
| Profit and loss, | 31,156 89 | | |
| Grand total, | $436,582 38 | Grand total, | $436,582 38 |

# JOHNSONBURG AND BRADFORD RAILROAD COMPANY.

Operated by Buffalo, Rochester and Pittsburg Railway Company.
Date of organization: November 15, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Adrian Iselin, | New York, N. Y. | C. H. McCauley, Jr., | Williamsport, Pa. |
| Adrian Iselin, Jr., | " | G. W. Childs, | Ridgway, Pa. |
| C. O. D. Iselin, | " | M. R. Williams, | " |
| J. H. Hocart, | " | J. N. Atwell, Jr., | " |
| C. H. McCauley, | Ridgway, Pa. | John G. Whitmore, | " |
| Fred. H. Clough, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. H. McCauley, | Ridgway, Pa. |
| Secretary, | John G. Whitmore, | " |
| Treasurer, | J. F. Dinkey, | Rochester, N. Y. |
| Auditor, | J. F. Dinkey, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Johnsonburg and Bradford Railroad Co. | Howard Jct., Pa. | Mt. Jewett, Pa. | Buffalo, Rochester and Pittsburg Railway Co. | Agreement. | 20.01 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,040,678 40 | Capital stock, ..... | $420,000 00 |
| | | Funded debt, ..... | 420,000 00 |
| | | Advanced by Buffalo, Rochester and Pittsburg Railway Co., ... | 200,678 40 |
| Grand total, ..... | $1,040,678 40 | Grand total, ..... | $1,040,678 40 |

# JOHNSTOWN AND STONY CREEK RAILROAD COMPANY.

Date of organization: January 19, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Daniel Coolidge, ..... | Philadelphia, Pa. | E. B. Entwisle, ..... | Johnstown, Pa. |
| P. Lavelle, ..... | Johnstown, Pa. | H. B. Frye, Jr., ..... | " |
| P. M. Boyd, ..... | Philadelphia, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | P. Lavelle, ..... | Johnston, Pa. |
| Secretary and Treasurer, ..... | P. M. Boyd, ..... | Philadelphia Pa. |
| Auditor, ..... | H. M. Davies, ..... | Johnstown, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Johnstown and Stony Creek Railroad Co. | Bedford St. Station, 7th ward. | Stony Creek Bridge, 17th ward. | 2.44 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $79,201 45 | Capital stock, ..... | $91,500 00 |
| Cost of equipment, ..... | 16,239 43 | Current liabilities, ..... | 6,469 62 |
| Cash and current assets, ..... | 8,331 96 | Profit and loss, ..... | 60,048 18 |
| Other assets: | | | |
| Materials and supplies, ..... | 244 96 | | |
| Grand total, ..... | $104,017 80 | Grand total, ..... | $104,017 80 |

# JUNCTION RAILROAD COMPANY.

Operated by Philadelphia, Baltimore and Washington Railroad Company.
Date of organization: May 28, 1860.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| N. P. Shortridge, | Broad Street Station, Philadelphia, Pa. |
| John P. Green, | " " |
| Geo. Wood, | " " |
| Chas. E. Pugh, | " " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President | H. F. Kenney, | Broad Street Station, Phila. |
| Vice President, | Chas. E. Pugh, | " " |
| Secretary, | Lewis Neilson, | " " |
| Treasurer, | R. W. Smith, | " " |
| Comptroller, | M. Riebenack, | " " |
| Chief Engineer, | W. H. Brown, | " " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Junction R. R. Co., | In Phila., Belmont. | Thirty-fifth St., | P., B. & W. R. R. Co. | Lease, | 1.29 |
| | North end of Market St. Tunnel. | Grays Ferry, | P., B. & W. R. R. Co. | | 1.67 |
| Total, | | | | | 2.96 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,036,018 65 | Capital stock, | $250,000 00 |
| Cash and current assets, | 15,937 50 | Funded debt, | 725,000 00 |
| | | Accrued interest on funded debt not yet payable, | 12,187 50 |
| | | Accrued dividend, | 3,750 00 |
| | | Profit and loss, | 61,018 65 |
| Grand total, | $1,051,956 15 | Grand total, | $1,051,956 15 |

# KANE AND ELK RAILROAD COMPANY.

Date of organization: September 4, 1895.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. C. James, | Hinton, W. Va. | D. M. James, | Newton, Mass. |
| H. J. James, | Kane, Pa. | W. A. James, | Kane, Pa. |
| D. W. James, | Hinton, W. Va. | E. B. James, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | E. B. James, | Kane, Pa. |
| Vice President | D. W. James, | Hinton, W. Va. |
| Secretary, | E. B. James, | Kane, Pa. |
| Treasurer, | H. J. James, | " |
| General Manager, | H. Y. James, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Kane and Elk R. R. Co., | East Kane, | La Mont, | 7.00 |
| | McKinley, | Coon Run Jc., | 1.25 |
| | McKinley, | Tionesta, | 1.25 |
| | Spring Creek Jc., | Three Mile Camp, | 5.50 |
| Total, | | | 15.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $99,367 96 | Capital stock, | $75,000 00 |
| Cost of equipment, | 25,259 48 | Current liabilities, | 47,792 55 |
| Cash and current assets, | 5,914 07 | Profit and loss, | 7,748 96 |
| Grand total, | $130,541 51 | Grand total, | $130,541 51 |

# KEATING AND SMETHPORT RAILROAD COMPANY.

Date of organization: August 21, 1899.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Elisha K. Kane, | Kushequa, Pa. | C. H. Gleason, | Smethport, Pa. |
| V. B. Bouton, | Smethport, Pa. | F. D. Gallop, | " |
| Guy H. McCoy, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. D. Gallop, | Smethport, Pa. |
| Secretary, | C. H. Gleason, | " |
| Treasurer, | Elisha K. Kane, | Kushequa, Pa. |
| Attorney, or General Counsel, | F. D. Gallop, | Smethport, Pa. |
| General Manager, | E. K. Kane, | Kushequa, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Keating Smethport, | Smethport, | East Smethport, | 1.50 |
| Buffalo, Bradford and Kane, | Smethport, | Ormsby, | 7.00 |
| Total, | | | 8.50 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $14,259 12 | Capital stock, | $10,000 00 |
| Cost of equipment, | 4,575 00 | Current liabilities, | 8,834 12 |
| Cash and current assets, | 237 72 | Profit and loss, | 237 72 |
| Grand total, | $19,071 84 | Grand total, | $19,071 84 |

# KERSEY RAILROAD COMPANY.

Operated by Pittsburg, Shawmut and Northern Railroad Company.
Date of organization: March 12, 1900.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| M. Donaldson, ..... | St. Marys, Pa. | J. T. Coyle, ..... | St. Marys, Pa. |
| F. P. Byrne, ..... | Detroit, Mich. | E. E. Tait, ..... | Bradford, Pa. |
| H. G. Myers, ..... | St. Marys, Pa. | T. H. Lynch, ..... | St. Marys, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | E. E. Tait, ..... | Bradford, Pa. |
| Secretary and Treasurer, ..... | H. S. Hastings, ..... | St. Marys, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Kersey Railroad, .. | Paine, Elk co., Pa. | Cardiff, Elk co., Pa. | Pittsburg, Shawmut & Northern R. R. Co. | Lease, ..... | 12.14 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $150,000 00 | Capital stock, ..... | $150,000 00 |
| Grand total, ..... | $150,000 00 | Grand total, ..... | $150,000 00 |

# KETNER AND KAY FORK RAILWAY COMPANY.

Date of organization: July 18, 1901.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. F. Wright, | Susquehanna, Pa. | C. W. Gidden, | Susquehanna, Pa. |
| M. H. Elsman, | " | H. C. Miller, | " |
| A. H. Falkenburg, | " | Chas. Sobin, | " |
| Martin Hersch, | " | J. G. Whitman, | Ridgway, Pa. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. E. Clawson, | Glen Hazel, Pa. |
| Vice President, | M. H. Elsman, | Susquehanna, Pa. |
| Secretary, | J. G. Whitmore, | Ridgway, Pa. |
| Treasurer, | C. F. Wright, | Susquehanna, Pa. |
| Attorney, or General Counsel, | J. G. Whitman, | Ridgway, Pa. |
| Auditor, | Eber Fisk, | Glen Hazel, Pa. |
| General Manager, | F. E. Clawson, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From-- | To— | |
| Ketner and Kay Fork Ry., | Ketner Jct., | H. K. Junction, | 6.10 |
| Ketner and Kay Fork Ry., | M. F. Junction, | Middle Fork, | 1.10 |
| Total, | | | 7.20 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $53,410 24 | Capital stock, | $30,000 00 |
| Cost of equipment, | 3,031 70 | Funded debt, | 22,000 00 |
| Cash and current assets, | 553 03 | Current liabilities, | 5,000 00 |
| Profit and loss, | 665 03 | Accrued interest on funded debt not yet payable, | 660 00 |
| Grand total, | $57,660 00 | Grand total, | $57,660 00 |

# KINZUA HEMLOCK RAILROAD COMPANY.

Operated by Valley Railroad Company.
Date of organization: June 12, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. L. Day, ..... | West Line, Pa. | J. H. Borst, ..... | West Line, Pa. |
| R. D. Day, ..... | Dunkirk, N. Y. | John Redmond, ..... | " |
| N. T. Madigan, ..... | West Line, Pa. | Neil Paterson, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Kinzua, Hemlock R. R. | Camp Halsey,.. | West Line, .... | Valley R. R. Co., | Lease, ..... | 7.91 |
| Switches, ..... | | | ..... | ..... | 1.14 |
| Total, ..... | | | ..... | ..... | 9.05 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $95,617 60 | Capital stock, ..... | $112,100 00 |
| Cash and current assets, ..... | 812 50 | | |
| Profit and loss, ..... | 15,669 90 | | |
| Grand total, ..... | $112,100 00 | Grand total, ..... | $112,100 00 |

# KINZUA AND TIONA RAILROAD COMPANY.

Date of organization: June 21, 1897.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John W. Campbell, .... | Kane, Pa. | F. R. Campbell, ..... | Warren, Pa. |
| James W. Campbell, .. | New Castle, Pa. | C. M. Stedwell, ..... | " |
| E. W. Campbell, ..... | Warren, Pa. | C. A. Buchanan, ..... | " |
| G. W. Campbell, ..... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John W. Campbell, | Kane, Pa. |
| Vice President, | G. W. Campbell, | Warren, Pa. |
| Secretary and Treasurer, | E. W. Campbell, | " |
| General Manager, | G. W. Campbell, | " |
| General Superintendent, | E. W. Campbell, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Kinzua and Tiona Railroad, | Dewdron Pa., | Stewart, Pa., | 9.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $44,075 05 | Capital stock, | $55,000 00 |
| Cost of equipment, | 9,934 45 | | |
| Profit and loss, | 990 50 | | |
| Grand total, | $55,000 00 | Grand total, | $55,000 00 |

# KINZUA VALLEY RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company, under contract for operation of W. N. Y. & P. Railway.

Date of organization: March 30, 1889.

Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, | Philadelphia, Pa. | Samuel Rea, | Philadelphia, Pa. |
| C. M. Bunting, | " | John J. Henry, | " |
| Geo. E. Bartol, | " | J. Rundle Smith, | " |
| A. J. County, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | W. H. Barnes, | Philadelphia, Pa. |
| Vice President, | Samuel Rea, | " |
| Secretary, | A. C. Heston, | " |
| Treasurer, | H. P. Connor, | " |
| Comptroller, | M. Riebenack, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Kinzua Valley R. R. | Morrisons Jct., Pa. | West Line, Pa., | Pennsylvania R. R. Co. | Contract for operation W. N. Y. & P. Ry. | 10.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $110,950 21 | Capital stock, | $105,000 00 |
| Cash and current assets, | 344 07 | Liabilities, | 8,165 12 |
| Profit and loss, | 1,870 84 | | |
| Grand total, | $113,165 12 | Grand total, | $113,165 12 |

# KISHACOQUILLAS VALLEY RAILROAD COMPANY.

Date of organization: June 14, 1892.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. J. Hays, | Belleville, Pa. | John Watts, | Belleville, Pa. |
| J. M. Campbell, | " | J. M. Fleming, | " |
| J. P. Getter, | " | W. M. Gibboney, | " |
| W. B. Maclay, | " | J. H. Peachey, | " |
| Saml. Watts, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of Board and President, | W. J. Hayes, | Belleville, Pa. |
| Vice President, | J. M. Campbell, | " |
| Secretary, | W. B. Maclay, | " |
| Treasurer, | C. W. Getter, | " |
| Attorney or General Counsel, | Thos. A. Utley, | Lewistown, Pa. |
| Auditor, | W. M. Gibboney, | Belleville, Pa. |
| General Manager, | J. P. Getter, | " |
| Chief Engineer, | F. F. Whittekin, | Tionesta, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Kishocoquillas Valley Railroad, | Belleville, Pa., | Reedsville, Pa., | 9.20 |
| Pennsylvania Railroad, | K. V. Junction, | Reedsville, Pa., | .30 |
| Total, | | | 9.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $81,494 62 | Capital stock, | $91,925 00 |
| Cost of equipment, | 15,844 53 | Profit and loss, | 21,718 56 |
| Other permanent investments, | 3,500 09 | | |
| Lands owned, | 2,398 90 | | |
| Cash and current assets, | 9,455 42 | | |
| Other Assets: | | | |
| Materials and supplies, | 950 00 | | |
| Grand total, | $113,643 56 | Grand total, | $113,643 56 |

# KUSHEQUA RAILROAD COMPANY.

Operated by Mt. Jewett, Kinzua and Riterville Railroad Company.
Date of organization: May 3, 1899.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. K. Kane, | Kushequa, Pa. | C. D. Lamb, | Kushequa, Pa. |
| G. C. Buch, | " | L. E. Kane, | " |
| M. A. Madison, | " | D. F. Parish, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Elisha Kane, | Kushequa, Pa. |
| Secretary, | G. C. Buch, | " |
| Treasurer, | L. E. Kane, | " |
| Auditor, | C. D. Lamb, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Kushequa Railroad | Kushequa, | Shawmut, | Mt. Jewett, Kinzua and Riterville R. R. Co. | | 16.68 |
| | McKean, | Hollow Spur, | | | 3.57 |
| | Extract, | Spur, | | | 1.00 |
| | Simpson, | Spur, | | | 4.00 |
| Total, | | | | | 25.25 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $247,210 54 | Capital stock, | $150,000 00 |
| Cost of equipment, | 22,355 00 | Current liabilities, | 97,558 21 |
| | | Profit and loss, | 22,007 33 |
| Grand total, | $269,565 54 | Grand total, | $269,565 54 |

# LACKAWANNA AND MONTROSE RAILROAD COMPANY.

Date of organization: September 30, 1889.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel Sloan, | New York, N. Y. | W. H. Jessup, Jr., | Scranton, Pa. |
| W. H. Truesdale, | " | C. E. Tobey, | " |
| Fred. F. Chambers, | " | Jno. R. Wilson, | " |
| T. E. Clarke, | Scranton, Pa. | W. G. Parke, | Montrose, Pa. |
| E. M. Rine, | " | I. R. Cooley, | " |
| J. F. Snyder, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | E. E. Loomis, | New York, N. Y. |
| Secretary and Treasurer, | Fred. F. Chambers, | " |
| Auditor, | O. C. Post, | " |
| General Superintendent, | T. E. Clarke, | Scranton, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Lackawanna and Montrose Railroad Co., | Junction with D., L. & W. R. R. at Alford, Pa. | Montrose, Pa., | 10.48 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $131,289 68 | Capital stock, | $130,500 00 |
| Cash and current assets, | 18,668 37 | Current liabilities, | 971 31 |
| | | Profit and loss, | 18,486 74 |
| Grand total, | $149,958 05 | Grand total, | $149,958 05 |

# LACKAWANNA AND WYOMING VALLEY RAILROAD COMPANY.

Date of organization: February 14, 1901.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| W. W. Churchill, | No. 10 Bridge Street, New York, N. Y. |
| Carl M. Vail, | " " |
| Henry J. Conant, | " " |
| George C. Smith, | Pittsburg, Pa. |
| H. B. Gill, | Philadelphia, Pa. |
| Benjamin R. Focht, | Lewisburg, Pa. |
| M. E. McDonald, | Scranton, Pa. |
| C. C. Mattes, | " |
| Herman Osthaus, | " |
| Thos. F. Penman, | " |
| J. S. McAnulty, | " |
| Charles F. Conn, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of Board and President, | George C. Smith, | Scranton, Pa. |
| Vice President, | Charles F. Conn, | " |
| Secretary, | Charles F. Conn, | " |
| Treasurer, | Carl M. Vail, | 10 Bridge St., N. Y. |
| Auditor, | H. E. Yost, | Scranton, Pa. |
| Superintendent, | Chester P. Wilson, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Lackawanna and Wyoming Valley R. R. | | | |
| Main Line, | Scranton, | Laurel Junction, | 1.50 |
| Erie and Wyoming Valley R. R., | Laurel Junction, | Dunmore, | 1.01 |
| Scranton and Northeastern Railroad. | | | |
| Main Line, | Connell Junction, | Pittston, | 7.73 |
| Branches, | Laurel Junction, | Connell Junction, | 1.81 |
| Central Valley R. R. Main Line, | Pittston, | Wilkes-Barre, | 8.36 |
| Total, | | | 20.41 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, | $600,000 00 | Capital stock, | $600,000 00 |
| Cash and current assets, | 80,403 80 | Current liabilities, | 85,519 67 |
| Other assets: | | | |
| Materials and supplies, | 5,115 87 | | |
| Grand total, | $685,519 67 | Grand total, | $685,519 67 |

# LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY.

Date of organization: June 24, 1869.

Under laws of what government or state organized: New York, Pennsylvania, Ohio, Michigan, Indiana and Illinois.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. K. Vanderbilt, | New York, N. Y. | Chauncey M. Depew, | New York, N. Y. |
| Saml. F. Barger, | " | Wm. H. Newman, | " |
| H. McK. Twombly, | " | J. Pierpont Morgan, | " |
| Wm. Rockefeller, | " | Darius O. Mills, | " |
| F. W. Vanderbilt, | " | W. Seward Webb, | " |
| William C. Brown, | Chicago, Ill. | George F. Baker, | " |
| Wm. K. Vanderbilt, Jr. | New York, N. Y. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Chauncey M. Depew, | New York, N. Y. |
| President, | William H. Newman, | " |
| Vice President, | William C. Brown, | " |
| Vice President, | E. V. W. Rossiter, | " |
| Vice President, | John Carstensen, | " |
| Secretary, | Dwight W. Pardee, | " |
| Treasurer, | Charles F. Cox, | " |
| General Counsel, | George C. Greene, | Cleveland, Ohio. |
| Auditor, | Robert H. Hill, | " |
| General Manager, | Waldo H. Marshall, | " |
| Chief Engineer, | Edward A. Handy, | " |
| General Superintendent, | Henry I. Storrs, | " |

## PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Lake Shore and Michigan Southern Railway Co. Main Line, | Buffalo to Toledo, | Via Norwalk, | 295.92 |
| | Toledo to Chicago, | Via Adrian, | 244.12 |
| Branches of the L. S. & M. S. Ry., | Ashtabula, | Ohio-Pa. State Line, | 30.72 |
| | Ashtabula, | Ashtabula Harbor, | 2.33 |
| | Elyria Junction, | Millbury Jct. via Sandusky. | 73.24 |
| | Sandusky Jct., | Old Pier Depot, | 2.83 |
| | Air Line Jct., | Elkhart via Air Line, | 121.10 |
| | Air Line Jct., | Ohio-Mich State Line, | 7.61 |
| | Monroe, | Lenawee Jct., | 29.45 |
| | Lenawee Jct., | Jackson, | 42.16 |
| | Plymouth, | Mann Low Grade Line. | 18.10 |
| Proprietary Roads (owned wholly by this company.) | | | |
| Central Trunk Railroad, | Ohio-Pa. State Line, | Jamestown, | 5.26 |
| Detroit, Monroe and Toledo Railroad, | Ohio-Mich. State Line | Detroit, | 54.76 |
| Detroit and Chicago Railroad, | Grosvenor, | Fayette, | 25.56 |
| Northern Central Michigan Railroad, | Jonesville, | North Lansing, | 61.36 |
| Sturgis, Goshen and St. Louis Railroad, | Goshen, | Findley, | 36.13 |
| Kalamazoo and White Pigeon Railroad, | White Pigeon, | Kalamazoo, | 36.54 |
| Elkhart and Western Railroad, | Elkhart, | Mishawaka, | 11.72 |
| Detroit, Toledo, Milwaukee Railroad, | Homer, | Dundee, | 66.58 |
| Roads Operated Under Lease. | | | |
| Jamestown and Franklin Railroad, | Jamestown, | Oil City, | 50.91 |
| Mahoning Coal, | Andover, | Youngstown, | 38.31 |
| Branch to Keel Ridge Coal Bank, | | | .73 |
| Sharon Branch, | | | 8.31 |
| | Mann, | Brookfield Low Grade Line. | 24.51 |
| Detroit, Hillsdale and Southwestern Railroad, | Ypsilanti, | Bankers, | 64.76 |
| Fort Wayne and Jackson Railroad, | Jackson, | Fort Wayne, | 97.83 |
| Kalamazoo, Allegan and Grand Rapids Railroad. | Kalamazoo, | Grand Rapids, | 53.45 |
| Total, | | | 1,520.35 |

NOTE.—Including old main line track, 7.84 miles, and second track, 7.84 miles, between Silver Creek and Dunkirk, leased to N. Y. C. and St. L. R. R. Co., and used as their main track, the total length of road owned or leased by this company is 1,528.19 miles, and the total length of second track owned or leased is 542.50 miles.

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $66,700,000 00 | Capital stock, | $50,000,000 00 |
| Cost of equipment, | 17,300,000 00 | Funded debt, | 98,824,000 00 |
| Stocks owned, | 69,105,819 47 | Current liabilities, | 9,282,406 30 |
| Bonds owned, | 1,023,635 24 | Accrued interest on funded debt not yet payable, | 619,520 63 |
| Other permanent investments, | 4,179,703 47 | Profit and loss, | 17,094,009 89 |
| Cash and current assets, | 13,972,478 44 | | |
| Other assets: | | | |
| Materials and supplies, | 3,538,300 20 | | |
| Grand total, | $175,819,936 82 | Grand total, | $175,819,936 82 |

# LANCASTER, OXFORD AND SOUTHERN RAILROAD COMPANY.

Date of organization: September 3, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Walter M. Franklin, | Lancaster, Pa. | D. M. Taylor, | Oxford, Pa. |
| J. W. B. Bausman, | " | A. L. Harkness, | Quarryville, Pa. |
| Jacob B. Long, | " | Forest Preston, | Taylorla, Pa. |
| J. E. Ramsey, | Oxford, Pa. | Neal Hamilton, | Wakefield, Pa. |
| S. R. Dickey, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of Board and President, | Walter M. Franklin, | Lancaster, Pa. |
| Secretary and Treasurer, | J. W. B. Bausman, | " |
| General Solicitor, | Samuel D. Ramsey, | West Chester, Pa. |
| Auditor, | J. B. Long, | Lancaster, Pa. |
| General Manager, | W. J. Snaveley, | Oxford, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Lancaster, Oxford and Southern R. R. Co. | Oxford, | Peach Bottom, | 20.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, .... | $119,685 59 | Capital stock, ..... | $119,685 59 |
| Cash and current assets, ..... | 3,379 14 | Current liabilities, ..... | 2,205 29 |
| | | Profit and loss, ..... | 1,173 85 |
| Grand total, ..... | $123,064 73 | Grand total, ..... | $123,064 73 |

# LANCASTER AND QUARRYVILLE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.

Date of organization: Organized as the Lancaster and Reading Narrow Gauge Railroad, September 25, 1894; name changed to Lancaster and Quarryville Railroad Company May 3, 1904.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel Rea, ..... | Philadelphia, Pa. | W. A. Patton, ..... | Philadelphia, Pa. |
| Michael Reilly, ..... | Lancaster, Pa. | Lewis Neilson, ..... | " |
| H. M. North, ..... | Philadelphia, Pa. | J. U. Crawford, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Samuel Rea, ..... | Philadelphia, Pa. |
| Secretary, ..... | F. W. Schwarz, ..... | " |
| Treasurer, ..... | Taber Ashton, ..... | " |
| Comptroller, ..... | M. Riebenack, ..... | " |
| Chief Engineer, ..... | W. H. Brown, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Lancaster & Quarryville R. R. | Lancaster, Pa., | Quarryville, Pa. | Penn'a R. R. Co., | Lease, ..... | 15.21 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $350,000 00 | Capital stock, | $350,000 00 |
| Cash and current assets, | 67,929 22 | Profit and loss, | 67,929 22 |
| Grand total, | $417,929 22 | Grand total, | $417,929 22 |

# LEETONIA RAILWAY COMPANY.

Date of organization: March 7, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. S. Horton, | Williamsport, Pa. | C. S. Dubell, | Williamsport, Pa. |
| Eugene Horton, | 28 Ferry St., N. Y. | C. H. McCauley, Jr., | " |
| L. R. Horton, | Wellsboro, Pa. | P. M. Newman, | " |
| E. C. Hoyt, | 28 Ferry St., N. Y. | A. M. Mallinson, | " |
| S. P. Davidge, | " | J. L. Snyder, | Wellsboro, Pa. |
| C. B. Farr, | Williamsport, Pa. | A. A. Healy, | 28 Ferry St., N. Y. |
| R. G. Brownell, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of Board and President, | C. B. Farr, | Williamsport, Pa. |
| Vice President, | C. S. Horton, | " |
| Secretary, | R. G. Brownell, | " |
| Treasurer, | F. E. Bradley, | " |
| General Solicitor, | C. H. McCauley, | " |
| Auditor, | A. T. Thompson, | W. Williamsport, Pa. |
| General Manager, | C. B. Farr, | Williamsport, Pa. |
| Chief Engineer, | S. T. Hart, | Towanda, Pa. |
| General Superintendent, | J. L. Snyder, | Wellsboro, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Leetonia Railway Co., Main Line, | Tiadaghton, | Leetonia, Pa., | 8.26 |
| Gaines Branch, | Gains Jct., | Four Mile Run, Pa., | 10.24 |
| Total, | | | 18.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $111,508 84 | Capital stock, | $150,000 00 |
| Cost of equipment, | 38,386 76 | Current liabilities, | 5,342 37 |
| Tiadaghton and Fahnastock property, | 17,669 54 | Profit and loss, | 24,030 36 |
| Cash and current assets, | 6,362 59 | | |
| Other assets: | | | |
| Materials and supplies, | 3,089 95 | | |
| Sundries, | 2,355 55 | | |
| Grand total, | $179,373 23 | Grand total, | $179,373 23 |

# LEHIGH AND NEW ENGLAND RAILROAD COMPANY.

Date of organization: April 2, 1895.

Under laws of what government or state organized: New Jersey and Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. Jay Turner, | Philadelphia, Pa. | Saml. Dickson, | Philadelphia, Pa. |
| L. A. Riley, | " | J. R. Whitney, | Pen Argyl, Pa. |
| Jos. S. Harris, | " | E. J. Fox, | Easton, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Wm. Jay Turner, | Philadelphia, Pa. |
| Vice President, | L. A. Riley, | " |
| Secretary and Treasurer, | H. F. Baker, | " |
| Auditor, | W. H. Hartney, | Pen Argyl, Pa. |
| General Manager, | J. R. Whitney, | " |
| Chief Engineer, | W. J. Young, | " |
| General Superintendent, | D. Hardy, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Lehigh and New England R. R., | Slatington, Pa., | Hainesburg Jct. N. J. | 34.42 |
| | Swartswood Jc., N. J. | Liberty Corners, N. J. | 21.20 |
| | Howerton, Pa., | Howerton Jct., N. J., | .80 |
| | East Bangor Jct., Pa. | Bangor, Pa., | 4.00 |
| | Bangor Jct., Pa., | Winsboroughtown, | 1.80 |
| | Wind Gap, Pa., | Northampton Jc., Pa. | 9.00 |
| | Bath, Pa., | Martins Creek, Pa., | 17.06 |
| | Bethlehem, Pa., | Bangor, Pa., | 31.01 |
| | Saylorsburg Jct., Pa., | Saylorsburg, Pa., | 5.06 |
| Campbell Hall Connecting Railway, | Liberty Corners, N. Y. | Pine Island Jct., N. Y. | 3.78 |
| Pochuck Railroad Company, | From a point between Liberty Corners and Wilcox. | Glenwood, | 4.30 |
| Total, | | | 132.43 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $3,071,615 73 | Capital stock, | $1,000,000 00 |
| Cost of equipment, | 135,885 87 | Funded debt, | 2,380,000 00 |
| Stocks owned, | 1 00 | Current liabilities, | 247,167 20 |
| Cash and current assets, | 347,043 22 | Accrued interest on funded debt not yet payable, | 25,283 34 |
| Other assets: | | | |
| Materials and supplies, | 17,504 41 | | |
| Profit and loss, | 80,370 31 | | |
| Grand total, | $3,652,420 54 | Grand total, | $3,652,420 54 |

# LEHIGH AND SUSQUEHANNA RAILROAD COMPANY.

Operated by Central Railroad of New Jersey.

The Lehigh and Susquehanna Railroad is owned by the Lehigh Coal and Navigation Company, a corporation which is not a common carrier engaged in the transportation of passengers or property, wholly by railroad, or partly by railroad and partly by water; the railroad is leased by its owner to the Cental Railroad Company of New Jersey, who operate it, and pay as rental therefor, one-third of the gross receipts. The ownership of the railroad is not represented by any railroad corporation maintaining an independent legal existence or separate financial accounts, or which has issued as such, capital stock, or incurred any bonded indebtedness.

Postoffice address of operating company is 143 Liberty street, New York.

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Lehigh and Susquehanna R. R. | Phillipsburg, N. J. | Union Jct., Pa., | Central Railroad of New Jersey. | ..... | 105.34 |
| Branches, | ..... | ..... | ..... | ..... | 58.45 |
| Total, | ..... | ..... | ..... | ..... | 163.79 |

# LEHIGH VALLEY RAILROAD COMPANY.

Date of organization: September 20, 1847.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Edward T. Stotesbury, | Philadelphia, Pa. | George F. Baker, | New York, N. Y. |
| Joseph Wharton, | " | George F. Baer, | Philadelphia, Pa. |
| George H. McFadden, | " | Robert C. Lippincott, | " |
| Charles Steele, | New York, N. Y. | H. McK. Twombly, | New York, N. Y. |
| Irving A. Stearns, | Wilkes-Barre, Pa. | Alex. B. Coxe, | " |
| Abram Nesbitt, | " | Edward B. Smith, | Philadelphia, Pa. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Eben B. Thomas, | Philadelphia, Pa. |
| Vice President, | J. A. Middleton, | New York, N. Y. |
| Secretary, | David G. Baird, | Philadelphia, Pa. |
| Treasurer, | Wm. C. Alderson, | " |
| General Solicitor, | Henry S. Drinker, | New York, N. Y. |
| General Auditor, | G. N. Wilson, | Philadelphia, Pa. |
| General Manager, | M. B. Cutler, | South Bethlehem, Pa. |
| Chief Engineer, | Walter G. Berg, | New York, N. Y. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Lehigh Valley Railroad, | Phillipsburg, N. J., | Mauch Chunk, Pa., | 45.98 |
| | Mauch Chunk, Pa., | Wilkes-Barre, Pa., | 52.89 |
| | Gracedale, Pa., | Avoca, Pa., | 18.10 |
| | Penn Haven Jct., Pa. | Mt. Carmel, Pa., | 53.38 |
| Branches and Spurs: | | | |
| Lehigh Division, | Various, | Various, | 18.04 |
| Wyoming Division, | Various, | Various, | 13.22 |
| Mahanoy and Hazleton Division, | Various, | Various, | 57.62 |
| Mahanoy and Hazleton Division, | Minor Branches, | Breakers, etc., | 49.94 |
| Easton and Northern Railroad, | Easton, | Belfast, Pa., | 12.78 |
| Loyalsock Railroad, | Port Bowkley, Pa., | Bernice, Pa., | 50.29 |
| Schuylkill and Lehigh Valley Railroad, | Lizard Creek Jct., Pa. | Blackwood, Pa., | 41.85 |
| Penn'a and New York Canal and R. R., | Wilkes-Barre, Pa., | N. Y. State Line, | 139.38 |
| Montrose Railway, | Tunkhannock, Pa., | Montrose, Pa., | 27.35 |
| Lehigh Valley Railway, | Penn'a State Line, | Buffalo, N. Y., | 498.34 |
| Lehigh and Lake Erie Railroad, | Tifft Farm, Buffalo, N. Y. | West Seneca, N. Y., | 2.94 |
| Lehigh Valley R. R. Co. of New Jersey, | Jersey City, N. J., | Phillipsburg, N. J., | 119.22 |
| State Line and Sullivan Railroad, | Monroeton, Pa., | Bernice, Pa., | 24.06 |
| Lehigh and New York Railroad, | Penn'a State Line, | N. Fair Haven, N. Y. | 115.37 |
| Hoyts Corners, Ovid and Willard R. R., | Hoyts Corners, N. Y., | Willard, N. Y., | 3.82 |
| Pennsylvania Railroad, | Spring Garden Jc., Pa. | Pottsville, Pa., | 4.20 |
| Pennsylvania Railroad, | West Newark Jc., N.J. | Jersey City, N. J., | 9.40 |
| Philadelphia and Erie Railroad, | New Boston Jct., Pa. | Pottsville, Pa., | 10.90 |
| Central Railroad Co. of New Jersey, | Sandy Run Jct., Pa., | Crellin Jct., Pa., | 5.91 |
| Susquehanna and New York Railroad, | Barclay Jct., Pa., | Monroeton, Pa., | 4.00 |
| New York Central & Hudson River R. R. | Towanda Jct., N. Y., | Suspension Bridge, N. Y. | 14.96 |
| Total, | | | 1,392.89 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $18,632,291 95 | Capital stock, | $40,441,100 00 |
| Cost of equipment, | 29,770,869 63 | Funded debt, | 58,543,000 00 |
| Stocks owned, | 26,452,938 78 | Current liabilities, | 4,177,656 23 |
| Bonds owned, | 7,593,733 87 | Real estate mortgages, | 231,920 55 |
| Other permanent investments: | | Accrued interest on funded debt not yet payable, | 833,265 00 |
| Mortgage and collateral trust bonds, certificates of indebtedness L. V. Coal Co., | 10,537,000 00 | Reserve funds, | 1,294,507 95 |
| Mortgages receivable, | 349,070 31 | Deferred and suspended liabilities, | 718,170 44 |
| Advanced to railroads and water lines in L. V. system, | 5,498,066 58 | Profit and loss, | 8,657,235 36 |
| Lands owned, | 1,616,677 49 | | |
| Construction new shops, Sayre, Pa., | 602,633 18 | | |
| Construction Irvington R. R., | 121,595 33 | | |
| Construction Bay Shore Conn. R R., | 8,211 20 | | |
| Cash and current assets, | 11,981,128 80 | | |
| Other assets: | | | |
| Materials and supplies, | 1,557,587 96 | | |
| Sundries, | 6,007 40 | | |
| Deferred and suspended assets, | 162,133 05 | | |
| Grand total, | $114,896,945 53 | Grand total, | $114,896,945 53 |

# LEWISBURG AND BUFFALO VALLEY RAILROAD COMPANY.

Date of organization: May 10, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Monroe H. Kulp, ..... | Shamokin, Pa. | H. W. Shuman, ..... | Shamokin, Pa. |
| G. Gilbert Kulp, ..... | " | W. J. Wrist, ..... | " |
| D. C. Kaseman, ..... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Monroe H. Kulp, ..... | Shamokin, Pa. |
| Vice President, ..... | G. Gilbert Kulp, ..... | " |
| Secretary and Treasurer, ..... | D. C. Kaseman, ..... | " |
| General Solicitor, ..... | S. P. Wolverton, ..... | Sunbury, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| L. and B. V. R R. Co., ..... | Lewisburg, Pa., ..... | Kulps, Pa., ..... | 15.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $20,000 00 | Capital stock, ..... | $30,000 00 |
| Cost of equipment, ..... | 10,000 00 | Funded debt, ..... | 18,500 00 |
| Cash and current assets, ..... | 18,500 00 | | |
| Grand total, ..... | $48,500 00 | Grand total, ..... | $48,500 00 |

# LEWISBURG AND TYRONE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: December 31, 1879.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Jas. P. Coburn, ..... | Bellefonte, Pa. | Chas. E. Pugh, ..... | Philadelphia, Pa. |
| N. P. Shortridge, ..... | Philadelphia, Pa. | Wm. A. Patton, ..... | " |
| W. H. Barnes, ..... | " | Jno. P. Green, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel Rea, | Philadelphia, Pa. |
| Secretary, | James R. McClure, | " |
| Treasurer, | J. S. Vanzandt, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Lewisburg and Tyrone R. R. | Tyrone, Pa., | Fairbrook, Pa., | | | 19.90 |
| | Montandon, Pa. | Lemont, Pa., | | | 57.60 |
| | Over Susq. Riv | er at Lewisburg | | | 24 |
| | Fairbrook, Pa., | Sciota, Pa., | | | 5.30 |
| | Juniata Jct., Pa. | Juniata, Pa., | | | 2.08 |
| Total, | | | | | 85.12 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,567,552 94 | Capital stock, | $1,200,000 00 |
| Cash and current assets, | 2,511 76 | Funded debt, | 294,174 65 |
| | | Current liabilities, | 61,628 28 |
| | | Profit and loss, | 14,261 77 |
| Grand total, | $1,570,064 70 | Grand total, | $1,570,064 70 |

# LIGONIER VALLEY RAILROAD COMPANY.

Date of organization: April 29, 1871.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Names. |
|---|---|---|---|
| Thos. Mellon, | Pittsburg, Pa. | E. P. Mellon, | Pittsburg, Pa. |
| James R. Mellon, | " | W. S. Mitchell, | " |
| A. W. Mellon, | " | Geo. Senft, | Ligonier, Pa. |
| T. A. Mellon, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | James R. Mellon, | Pittsburg, Pa. |
| Secretary, | A. W. Mellon, | " |
| Treasurer, | R. B. Mellon, | " |
| General Solicitor, | E. E. Robbins, | Greensburg, Pa. |
| Auditor, | T. A. Mellon, | Pittsburg, Pa. |
| General Manager, | Geo. Senft, | Ligonier, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Ligonier Valley Railroad, | Latrobe, | Ligonier, | 11.00 |
| Mill Creek Branch, | Ligonier, | | 1.40 |
| Total, | | | 12.40 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $281,117 12 | Capital stock, | $160,000 00 |
| Cost of equipment, | 30,440 20 | Funded debt, | 75,000 00 |
| Cash and current assets, | 55,429 15 | Profit and loss, | 131,986 47 |
| Grand total, | $366,986 47 | Grand total, | $366,986 47 |

# LITTLE SCHUYLKILL NAVIGATION RAILROAD AND COAL COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: October 15, 1829.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Chas. Edw. Ingersoll, | Philadelphia, Pa. | Beauveau Borie, | Philadelphia, Pa. |
| David Reeves, | " | Norton Downs, | " |
| Henry P. McKean, | " | Alex. W. Wister, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Carroll S. Tyson, | Philadelphia, Pa. |
| Secretary and Treasurer, | J. Roberts Tyson, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Little Schuylkill Navigation R. R. and Coal Co. | Port Clinton, ... | Tamanend, .... | Philadelphia and Reading Railway Co. | Lease, ..... | 28.10 |
| | Tamaqua, ..... | Newkirk, ..... | Philadelphia and Reading Railway Co. | Lease, ..... | 1.50 |
| East Mahanoy R. R. Co. | Tamaqua, ..... | Greenwood, .... | Philadelphia and Reading Railway Co. | Lease, ..... | 1.50 |
| | E. Mahanoy Jct | Waste House Run near Mahanoy City. | Philadelphia and Reading Railway Co. | Lease, ..... | 10.72 |
| | E. Mahanoy Tunnel. | Nesquehoning Valley Railroad Jct. | Philadelphia and Reading Railway Co. | Lease, ..... | 3.28 |
| Total, ..... | ..... | ..... | ..... | ..... | 45.20 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $2,405,943 75 | Capital stock, ..... | $2,487,850 00 |
| Stocks owned, ..... | 84,160 00 | Current liabilities, ..... | 3,237 44 |
| Cash and current assets, ..... | 67,716 68 | Profit and loss, ..... | 66,732 99 |
| Grand total, ..... | $2,557,820 43 | Grand total, ..... | $2,557,820 43 |

# LOYALSOCK RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: December 3, 1884.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Henry S. Drinker, ..... | Haverford, Pa. | J. W. Platten, ..... | Philadelphia, Pa. |
| D. G. Baird, ..... | Beverly, N. J. | W. C. Alderson, ..... | Overbrook, Pa. |
| E. T. Stotesbury, ..... | Philadelphia, Pa. | J. A. Middleton, ..... | New York, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Eben B. Thomas, ..... | Philadelphia, Pa. |
| Vice President, ..... | J. W. Platten, ..... | " |
| Secretary, ..... | D. G. Baird, ..... | " |
| Treasurer, ..... | Wm. C. Alderson, ..... | " |
| General Solicitor, ..... | Henry S. Drinker, ..... | New York City. |
| General Auditor, ..... | G. N. Wilson, ..... | Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Loyalsock R. R. Co. | West of Shawanese Lake. | Bernice, Pa., | L. V. R. R. Co., | Stock ownership. | 44.86 |
| Branches & spurs, | ..... | ..... | ..... | ..... | 5.43 |
| Total, | ..... | ..... | ..... | ..... | 50.29 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $828,701 32 | Capital stock, | $450,000 00 |
| | | Current liabilities, | 378,701 32 |
| Grand total, | $828,701 32 | Grand total, | $828,701 32 |

# LYKENS VALLEY RAILROAD AND COAL COMPANY.

Operated by Northern Central Railway Company.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| William A. Nash, | New York, N. Y. | C. P. Sinnickson, | Philadelphia, Pa. |
| John W. Hoffman, | Philadelphia, Pa. | H. E. Pierrepont, | Brooklyn, N. Y. |
| Isaac H. Platt, | Wallingford, Pa. | Walter E. Frew, | New York, N. Y. |
| F. J. Middlebrook, | New York, N. Y. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | William A. Nash, | 13 William St., N. Y. |
| Vice President, | John W. Hoffman, | 116 Penna. Bldg., Phila. |
| Secretary and Treasurer, | Charles Emmitt, | 13 William St., N. Y. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Lykens Valley R. R. and Coal Company. | Millersburg, Pa. | Williamstown, Pa. | Northern Central Railway Co. | Lease, | 19.70 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $578,767 24 | Capital stock, | $600,000 00 |
| Cost of equipment, | 17,000 00 | Profit and loss, | 13,638 98 |
| Stocks owned, | 6,091 36 | | |
| Bonds owned, | 10,254 17 | | |
| Cash and current assets, | 1,526 21 | | |
| Grand total, | $613,638 98 | Grand total, | $613,638 98 |

# McKEESPORT CONNECTING RAILROAD COMPANY.

Date of organization: March 20, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. C. Converse, | New York, N. Y. | J. F. Townsend, | Pittsburg, Pa. |
| William B. Schiller, | Pittsburg, Pa. | Edward Worcester, | " |
| G. G. Crawford, | McKeesport, Pa. | Taylor Allderdice, | " |
| John D. Culbertson, | Pittsburg, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | William B. Schiller, | Pittsburg, Pa. |
| Vice President, | Edward Worcester, | " |
| Secretary and Treasurer, | John D. Culbertson, | " |
| General Manager, | Taylor Allderdice, | " |
| General Superintendent, | Peter Boyd, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| McKeesport Connecting Railroad Co., | McKeesport, Pa., | Port Perry, Pa., | .58 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $19,143 16 | Capital stock, | $40,000 00 |
| Cost of equipment, | 40,957 49 | Current liabilities, | 161,007 54 |
| Cash and current assets, | 154,013 65 | Profit and loss, | 13,106 76 |
| Grand total, | $214,114 30 | Grand total, | $214,114 30 |

# McKEESPORT TERMINAL RAILROAD COMPANY.

Date of organization: July 20, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John A. Topping, | Pittsburg, Pa. | E. W. Pargay, | Pittsburg, Pa. |
| S. A. Davis, | " | H. B. Wheeler, | " |
| C. W. Bray, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John A. Topping, | Pittsburg, Pa. |
| Vice President, | C. W. Bray, | " |
| Secretary and Treasurer, | H. B. Wheeler, | " |
| Auditor, | H. L. Austin, | " |
| Assistant Auditor, | Geo. M. McGinnis, | " |
| General Superintendent, | Samuel M. Cooper, | McKeesport, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| A—McKeesport Terminal Railroad Co., | Penn'a R. R. Co., | 3d & Blackberry alley. | .44 |
| B—McKeesport Terminal Railroad Co., | B. & O. R. R. Co., | Pa. R. R., Main Line, | .12 |
| Total, | | | .56 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $6,522 39 | Capital stock, | $12,000 00 |
| Cost of equipment, | 13,477 61 | Profit and loss, | 8,000 00 |
| Grand total, | $20,000 00 | Grand total, | $20,000 00 |

# MAHONING STATE LINE RAILROAD COMPANY.

Operated by Pittsburg and Lake Erie Railroad Company.
Date of organization: August 10, 1891.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. M. Schoonmaker, ... | Pittsburg, Pa. | J. T. Taylor, ..... | Cleveland, O. |
| John G. Robinson, .... | " | Robert Bentley, ..... | Youngstown, O. |
| H. J. McElhaney, ..... | " | F. Hitchcock, ..... | " |
| J. B. Oliver, ..... | " | Myron Wood, ..... | " |
| F. A. Ogden, ..... | " | C. E. Campbell, ..... | " |
| Wm. Patterson, ..... | " | James A. Campbell, .. | " |
| W. B. Pollock, ..... | New Castle, Pa. | D. B. Oliver, ..... | Pittsburg, Pa. |
| W. C. Runyon, ..... | Cleveland, O. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Jno. G. Robinson, ..... | Pittsburg, Pa. |
| Secretary, ..... | H. J. McElhaney, ..... | " |
| Treasurer, ..... | Jno. G. Robinson, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Mahoning State Line R. R. | Bentley, O., .... | Shaw Jct., Pa., . | Pittsburg & Lake Erie R. R. | Lease 99 yrs., | 3.07 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $111,707 84 | Capital stock, ..... | $100,000 00 |
| | | Current liabilities, ..... | 11,707 84 |
| Grand total, ..... | $111,707 84 | Grand total, ..... | $111,707 84 |

# MAHONING VALLEY RAILROAD COMPANY.

Operated by B. R. and P. Railway.
Date of organization: October 14, 1890.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Adrian Iselin, Jr., .... | New York, N. Y. | M. K. Williams, ..... | Ridgway, Pa. |
| C. O. D. Islin, ..... | " | C. H. McCauley, ..... | " |
| J. H. Hocart, ..... | " | S. A. Roate, ..... | " |
| J. M. Grosh, ..... | Ridgway, Pa. | J. N. Atwell, Jr., .... | " |
| Fred. H. Clough, ..... | " | John G. Whitmore, .. | " |
| C. H. McCauley, Jr.,... | Williamsport, Pa. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | C. H. McCauley, ..... | Ridgway, Pa. |
| Secretary, ..... | John G. Whitmore, ..... | " |
| Treasurer and Auditor, ..... | J. F. Dinkey, ..... | Rochester, N. Y. |
| Chief Engineer, ..... | J. M. Floesch, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Mahoning Valley R. R. | Helvetia, Pa., | Stanley, Pa.,... | Buffalo, Rochester and Pittsburg Railway Co. | Lease, ..... | 1.89 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $72,290 30 | Capital stock, ..... | $45,000 00 |
| Cost of equipment, ..... | 186,861 64 | Current liabilities, ..... | 218,914 84 |
| Cash and current assets, ..... | 7,262 90 | Profit and loss, ..... | 2,500 00 |
| Grand total, ..... | $266,414 84 | Grand total, ..... | $266,414 84 |

# MARYLAND AND PENNSYLVANIA RAILROAD COMPANY.

Date of organization: February 14, 1901.
Under laws of what government or state organized: Maryland and Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John Wilson Brown, | Baltimore, Md. | Solomon Frank, | Baltimore, Md. |
| W. W. Spencer, | " | B. H. Griswold, Jr., | " |
| Walter B. Brooks, Jr., | " | Howard E. Young, | Hanover, Pa. |
| Geo. C. Jenkins, | " | Henry C. Niles, | York, Pa. |
| Alex. Brown, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | John Wilson Brown, | Baltimore, Pa. |
| President, | John Wilson Brown, | " |
| Vice President, | Walter B. Brooks, Jr., | " |
| Secretary and Treasurer, | John McHenry, | " |
| Assistant Treasurer, | Thos. H. Fitchett, | " |
| Attorney or General Counsel, | Brown & Bruce, | " |
| Auditor, | John K. Shinn, | " |
| General Manager, | J. S. Norris, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Maryland & Pennsylvania Railroad Co., | Baltimore, Md., | York, Pa., | 78.70 |
| | Dallastown Jct., | Dallastown, Pa., | .80 |
| Total, | | | 79.50 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $3,460,697 39 | Capital stock, | $1,602,500 00 |
| Cost of equipment, | 141,752 61 | Funded debt, | 2,046,950 00 |
| Cash and current assets, | 116,684 34 | Current liabilities, | 24,755 37 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 31,647 08 |
| Materials and supplies, | 11,249 69 | Profit and loss, | 24,531 53 |
| Grand total, | $3,730,384 03 | Grand total, | $3,730,384 03 |

# MASONTOWN AND NEW SALEM RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: September 11, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. H. Gary, | New York, N. Y. | W. W. Blackburn, | Pittsburg, Pa. |
| W. E. Cory, | " | D. H. Coble, | " |
| C. H. Spencer, | Pittsburg, Pa. | C. P. Parker, | " |
| Thomas Lynch, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Thomas Lynch, | Pittsburg, Pa. |
| Secretary and Treasurer, | C. P. Parker, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Masontown and New Salem R. R. | Moser Run Jct., Pa. | Buffington, Pa., | Penna. R. R. Co., | Lease, | 6.04 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $238,790 50 | Capital stock, | $80,000 00 |
| Cash and current assets, | 11,659 24 | Current liabilities, | 170,449 74 |
| Grand total, | $250,449 74 | Grand total, | $250,449 74 |

# MEAD RUN RAILROAD COMPANY.

Operated by Mount Jewett, Kinzua and Riterville Railroad Company.
Date of organization: April 30, 1897.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. K. Kane, | Kushequa, Pa. | C. D. Kane, | Kushequa, Pa. |
| G. C. Burch, | " | L. E. Kane, | " |
| M. A. Madison, | " | D. F. Parish, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Elisha K. Kane, | Kushequa, Pa. |
| Secretary, | G. C. Burch, | " |
| Treasurer, | Z. E. Kane, | " |
| Auditor, | C. D. Lamb, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Mead Run R. R., | Mt. Jewett, | Garrett, | Mt. Jewett, Kinzua and Riterville R. R. Co. | Lease, | 7.12 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $24,264 26 | Capital stock, | $45,950 00 |
| Cost of equipment, | 5,300 00 | | |
| Cash and current assets, | 9,657 26 | | |
| Profit and loss, | 6,728 48 | | |
| Grand total, | $45,950 00 | Grand total, | $45,950 00 |

# MEADVILLE, CONNEAUT LAKE AND LINESVILLE RAILROAD COMPANY.

Operated by Bessemer and Lake Erie Railroad Company.
Date of organization: June 27, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| George W. Kepler, ..... | Pittsburg, Pa. | J. E. Reynolds, ..... | Meadville, Pa. |
| W. W. Blackburn, .... | " | E. S. Templeton, ..... | Greenville, Pa. |
| A. C. Huidekoper, ..... | Meadville, Pa. | Daniel Moore, ..... | " |
| Edgar Huidekoper, .... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George W. Kepler, ..... | Pittsburg, Pa. |
| Secretary, ..... | J. E. Reynolds, ..... | Meadville, Pa. |
| Treasurer, ..... | J. E. Reynolds, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| M., C. L. & L. R. R. | Meadville, ..... | Linesville, ..... | Bessemer & Lake Erie R. R. Co. | 99 years, ... | 21.50 |
| | Exposition, ..... | Branch, ..... | ..... | ..... | 1.20 |
| | Vallonia, ..... | Branch, ..... | ..... | ..... | 1.20 |
| Total, ..... | ..... | ..... | ..... | ..... | 23.90 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $400,000 00 | Capital stock, ..... | $200,000 00 |
| | | Funded debt, ..... | 200,000 00 |
| Grand total, ..... | $400,000 00 | Grand total, ..... | $400,000 00 |

# MERCER VALLEY RAILROAD COMPANY.

Date of organization: January 3, 1900.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. H. Reed, | Pittsburg, Pa. | D. G. Kerr, | Pittsburg, Pa. |
| D. M. Clemson, | " | Wm. J. Post, | " |
| W. W. Blackburn, | " | | |

## OFFICERS.

| Title | Name. | Official Address. |
|---|---|---|
| President, | J. H. Reed, | Pittsburg, Pa. |
| Secretary, | Wm. J. Post, | " |
| Treasurer, | G. H. Kepler, | " |
| Auditor, | Wm. J. Post, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Mercer Valley Railroad Company, | A point on line of Stewart R. R. in borough of South Sharon, Pa. | A point on line of Pennsylvania Company, and returning to place of beginning. | 3.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $274,248 09 | Capital stock, | $275,000 00 |
| Cost of equipment, | 107,584 56 | Current liabilities, | 181,315 72 |
| Cash and current assets, | 74,483 07 | | |
| Grand total, | $456,315 72 | Grand total, | $456,315 72 |

# MIDDLETOWN AND HUMMELSTOWN RAILROAD COMPANY.

Date of organization: July 31, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Theodore Voorhees, .... | Philadelphia, Pa. | James M. Landis, .... | Philadelphia, Pa. |
| B. H. Ball, ..... | " | W. G. Brown, ..... | " |
| D. Jones, ..... | " | C. K. Klink, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Geo. F. Baer, ..... | Philadelphia, Pa. |
| Secretary, ..... | W. R. Taylor, ..... | " |
| Treasurer, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Ziegler, ..... | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Middletown and Hummelstown R. R.,.. | Middletown, Pa., .... | Hummelstown, Pa.,.. | 6.35 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $187,592 93 | Capital stock, ..... | $175,000 00 |
| Cash and current assets, ..... | 4,273 64 | Current liabilities, ..... | 34,516 01 |
| Profit and loss, ..... | 17,766 09 | Real estate mortgages, ..... | 116 65 |
| Grand total, ..... | $209,632 66 | Grand total, ..... | $209,632 66 |

# MIDWAY AND OAKDALE RAILWAY COMPANY.

Operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.
Date of organization: October 24, 1900.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph Wood, | Pittsburg, Pa. | L. L. Gilbert, | Pittsburg, Pa. |
| J. J. Turner, | " | S. B. Liggett, | " |
| James McCrea, | " | S. C. Scott, | " |
| Edward B. Taylor, | " | C. M. South, | " |
| J. J. Brooks, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Joseph Wood, | Pittsburg, Pa. |
| Vice President, | J. J. Turner, | " |
| Secretary, | S. B. Liggett, | " |
| Treasurer, | T. H. B. McKnight, | " |
| Assistant Treasurer, | Robert R. Reed, | " |
| Assistant Secretary, | S. H. Church, | " |
| Auditor, | Jno. W. Renner, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Midway and Oakdale Railway. | Midway, Pa., | Coal Mines, | Pittsburg, Cincinnati, Chicago & St. Louis Railway Co. | Rental, | 1.77 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $44,987 00 | Capital stock, | $42,000 00 |
| Cash and current assets, | 136 00 | Sundries, | 3,000 00 |
| | | Profit and loss, | 123 00 |
| Grand total, | $45,123 00 | Grand total, | $45,123 00 |

# MILL CREEK AND MINE HILL NAVIGATION AND RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: February 7th, 1828.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, | Philadelphia, Pa. | D. Jones, | Philadelphia, Pa. |
| Theodore Voorhees, | " | James M. Landis, | " |
| W. R. Taylor, | " | Edwin F. Smith, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Geo. F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Mill Creek & Mine Hill Navigation and Railroad Co. | Mill Creek, Pa. | New Castle, Pa. | Philadelphia and Reading Railway Co. | Lease, | 3.81 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $323,045 00 | Capital stock, | $323,375 00 |
| Lands owned, | 21,053 67 | Current liabilities, | 16,368 75 |
| | | Profit and loss, | 4,359 96 |
| Grand total, | $344,098 67 | Grand total, | $344,098 67 |

# MINE HILL AND SCHUYLKILL HAVEN RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 24, 1828.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. |
|---|---|
| Benjamin H. Shoemaker, | 205 N. Fourth street, Philadelphia, Pa. |
| John W. Biddle, | 119 South Fourth street, Philadelphia, Pa. |
| James G. McCollin, | 506 Marshall street, Philadelphia, Pa. |
| Alfred Jones, | Germantown, Philadelphia, Pa. |
| Barclay R. Leeds, | 3221 North Seventeenth street, Philadelphia, Pa. |
| Philip C. Garrett, | Logan Station, Philadelphia, Pa. |
| John Story Jenks, | 328 Chestnut street, Philadelphia, Pa. |
| Thomas McKean, Jr., | 1923 Walnut street, Philadelphia, Pa. |
| David J. Brown, | 446 Church Lane, Germantown, Phila., Pa. |
| Joseph C. Fraley, | 1833 Pine street, Philadelphia, Pa. |
| James T. Shinn, | 215 South Forty-first street, Phila., Pa. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Benj. H. Shoemaker, | 119 S. 4th St., Philadelphia, Pa. |
| President, | Benj. H. Shoemaker, | " " |
| Secretary, | James G. McCollin, | " " |
| Treasurer, | David J. Brown, | " " |
| Attorney, or General Counsel, | Price & Martin, | 709 Walnut St., Phila., Pa. |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Mine Hill and Schuylkill Haven Railroad. | Schuylkill Haven. | Mine Mill and Tremont. | Philadelphia and Reading Railway Co. | Lease, | 42.03 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $4,165,572 49 | Capital stock, | $4,210,200 00 |
| Bonds owned, | 456,000 00 | Current liabilities, | 26,591 39 |
| Cash and current assets, | 31,952 60 | Contingent fund, | 456,000 00 |
| Profit and loss, | 39,266 30 | | |
| Grand total, | $4,692,791 39 | Grand total, | $4,692,791 39 |

# MONONGAHELA RAILROAD COMPANY.

Date of organization: December 31, 1900.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, | Philadelphia, Pa. | Samuel Rea, | Philadelphia, Pa. |
| John P. Green, | " | W. H. Newman, | New York, N. Y. |
| Chas. E. Pugh, | " | H. McK. Twombly, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. M. Schoonmaker, | Pittsburg, Pa. |
| Vice President | Samuel Rea, | Philadelphia, Pa. |
| Secretary, | F. W. Schwarz, | " |
| Treasurer, | Taber Ashton, | " |
| Auditor, | C. K. Elder, | Brownsville, Pa. |
| Chief Engineer, | J. U. Crawford, | Philadelphia, Pa. |
| Superintendent, | John Ermire, | Brownsville, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Monongahela R. R., | Brownsville Jc., | Martin, | 27.70 |
| Dunlap Creek Branch, | Dunlap Creek Jc., | Con. & Mon. Ry Jc., | .14 |
| Middle Run Branch, | Adah, | Lambert, | 3.24 |
| Moser Run Branch, | Huron, | Edenborn, | 3.39 |
| Cats Run Branch, | Cats Run, | Ifield, | 1.19 |
| Connellsville and Mon. Ry. (Main Line). | Brill connection with Dunlap Creek Br. | Moser Run Jc., | 15.70 |
| Redstone Central Branch, | Brier Hill Jc., | Brier Hill, | 2.21 |
| Connellsville Central Branch, | Low Phos. Jc., | Low Phos., | 2.74 |
| Shamrock Branch, | Shamrock Jc., | Shamrock, | 1.39 |
| Total, | | | 57.70 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,746,385 17 | Capital stock, | $1,428,000 00 |
| Cost of equipment, | 148,287 70 | Funded debt, | 1,428,000 00 |
| Cash and current assets, | 152,724 61 | Current liabilities, | 71,726 22 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 12,495 00 |
| Materials and supplies, | 16,931 91 | Profit and loss, | 124,108 17 |
| Grand total, | $3,064,329 39 | Grand total, | $3,064,329 39 |

# MONONGAHELA CONNECTING RAILROAD COMPANY.

Date of organization: March 31, 1885.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| B. F. Jones, Jr., | Pittsburg, Pa. | J. B. Laughlin | Pittsburg, Pa. |
| W. W. Willock, | " | H. C. Moreland, | " |
| W. L. King, | " | H. S. Kiehl, | " |
| Wm. Larimer Jones, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | B. F. Jones, Jr., | Pittsburg, Pa. |
| Vice President, | W. W. Willock, | " |
| Secretary and Treasurer, | W. C. Moreland, | " |
| Auditor, | John L. Moore | " |
| General Manager, | W. W. Willock, | " |
| General Superintendent, | Frank McCune, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Main Line and Branches, | | | 5.26 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,527,221 77 | Capital stock, | $750,000 00 |
| Cost of equipment, | 419,279 07 | Funded debt, | 685,000 00 |
| Lands owned, | 1,775 00 | Current liabilities, | 44,691 94 |
| Cash and current assets, | 147,410 24 | Accrued interest on funded debt not yet payable, | 13,324 30 |
| Other assets: | | Earnings applied to construction and equipment, | 528,275 84 |
| Materials and supplies, | 68,967 64 | Profit and loss, | 143,461 64 |
| Grand total, | $2,164,653 72 | Grand total, | $2,164,653 72 |

# MONTOUR RAILROAD COMPANY.

Date of organization: September, 1877.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. R. Woodford, | Pittsburg, Pa. | A. M. Neeper, | Pittsburg, Pa. |
| S. P. Woodside, | " | W. W. Keefer, | " |
| G. W. Schluerberg, | " | E. J. Taylor, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Francis L. Robbins, | 232 Fifth Ave., Pittsb'g. |
| Vice President, | W. R. Woodford, | " |
| Secretary, | F. J. Le Moyne, | " |
| Treasurer, | F. M. Wallace, | " |
| Attorney, or General Counsel, | Elliott Rogers, | " |
| Auditor, | J. B. L. Hornberger, | " |
| Assistant Auditor, | S. C. Gailey, | " |
| Chief Engineer, | E. J. Taylor, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Montour Railroad, | Montour Junc., Pa., | North Star, Pa., | 13.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $225,657 77 | Capital stock | $100,000 00 |
| Cost of equipment, | 88,534 79 | Current liabilities, | 284,743 20 |
| Purchase of land right of way, | 27,535 40 | Profit and loss, | 21,686 16 |
| Unfinished improvements authorized, | 6,747 51 | | |
| Cash and current assets, | 56,505 89 | | |
| Materials and supplies, | 1,448 00 | | |
| Grand total, | $406,429 36 | Grand total, | $406,429 36 |

# MONTROSE RAILWAY COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: April 3, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Henry S. Drinker, | Haverford, Pa. | W. C. Alderson, | Overbrook, Pa. |
| J. F. Schapperkotter, | Philadelphia, Pa. | George N. Wilson, | Philadelphia, Pa. |
| M. S. Dessauer, | Montrose, Pa. | D. G. Baird, | Beverly, N. J. |
| J. M. Jaffers, | " | J. M. Baxter, | Philadelphia, Pa. |
| Ruel E. Billings, | Tunkhannock, Pa. | F. H. Janvier, | South Orange, N. J. |
| E. T. Stotesbury, | Philadelphia, Pa. | E. A. Albright, | Roselee, N. J. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. W. Platten, | Philadelphia, Pa. |
| Secretary, | D. G. Baird, | " |
| Treasurer, | W. C. Alderson, | " |
| General Solicitor, | H. S. Drinker, | New York City, N. Y. |
| Auditor, | G. N. Wilson, | Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Montrose Railway Co. | Tunkhannock, Pa. | Montrose, Pa., | L. V. R. R. Co., | Stock ownership. | 27.35 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $431,811 51 | Capital stock, | $304,900 00 |
| Profit and loss, | 72,189 85 | Paid in on capital stock not yet issued, | 2,527 21 |
| | | Funded debt, | 100,000 00 |
| | | Current liabilities, | 96,574 15 |
| Grand total, | $504,001 36 | Grand total, | $504,001 36 |

# MOOSIC MOUNTAIN AND CARBONDALE RAILROAD COMPANY.

Date of organization: February 15, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. D. Underwood, ..... | New York City, N. Y. | W. A. May, ..... | Dunmore, Pa. |
| W. W. Inglis, ..... | Scranton, Pa. | G. A. Richardson, .. | New York, N. Y. |
| M. S. Terwilliger, ..... | Susquehanna, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | W. A. May, ..... | Dunmore, Pa. |
| Vice President, ..... | F. D. Underwood, ..... | New York, N. Y. |
| Secretary, ..... | David Bosman, ..... | " |
| Treasurer, ..... | D. W. Bigoney, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Moosic Mountain and Carbondale R. R. | Winton, Pa., .. | Marshwood, Pa. | Erie R. R. Co., .. | ..... | 4.21 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $150,000 00 | Capital stock, ..... | $150,000 00 |
| Grand total, ..... | $150,000 00 | Grand total, ..... | $150,000 00 |

# MOUNT CARBON AND PORT CARBON RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: July 16, 1842.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, ..... | Philadelphia, Pa. | D. Jones, ..... | Philadelphia, Pa. |
| Theodore Voorhees, ... | " | James M. Landis, ... | " |
| W. R. Taylor, ..... | " | Edwin F. Smith, .... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George F. Baer, ..... | Philadelphia, Pa. |
| Secretary, ..... | W. R. Taylor, ..... | " |
| Treasurer, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Ziegler, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Mt. Carbon and Port Carbon R. R. Co. | Mt. Carbon, ... | Port Carbon, .. | Philadelphia and Reading Railway Co. | Lease, ..... | 2.50 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $282,815 45 | Capital stock, ..... | $282,350 00 |
| Cash and current assets, ..... | 27,979 10 | Current liabilities, ..... | 20,481 83 |
| | | Profit and loss, ..... | 7,962 72 |
| Grand total, ..... | $310,794 55 | Grand total, ..... | $310,794 55 |

# MT. JEWETT, KINZUA AND RITERVILLE RAILROAD COMPANY.

Date of organization: April 27, 1889.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. K. Kane, | Kushequa, Pa. | C. D. Lamb, | Kushequa, Pa. |
| G. C. Bruch, | " | Z. E. Kane, | " |
| M. A. Madison, | " | D. F. Parish, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Elisha K. Kane, | Kushequa, Pa. |
| Secretary, | G. C. Bruch, | " |
| Treasurer, | Z. E. Kane, | " |
| Auditor, | C. D. Lamb, | " |
| Chief Engineer, | G. H. Lyon, | " |
| General Superintendent, | Thos. L. Kane, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Mt. J., K. & R. R. Co., | Mt. Jewett, | Kushequa, | 2.95 |
| | Chemical Works, | Kushequa, | .50 |
| | Pin Factory, | | .45 |
| | Planing Mills, | Spur, | .05 |
| | Stors, | Spur, | .30 |
| Mead Run R. R., | Mt. Jewett, | Garrett, | 7.12 |
| Kushequa R. R., | Kushequa, | Shawmut Crossing, | 25.25 |
| Smethport R. R., | McKeans, | Smethport, | 8.38 |
| Total, | | | 45.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $70,325 23 | Capital stock, | $80,000 00 |
| Cost of equipment, | 26,952 36 | Funded debt, | 20,000 00 |
| Cash and current assets, | 69,345 38 | Current liabilities, | 173,016 79 |
| Other assets : | | | |
| Materials and supplies, | 14,498 44 | | |
| Profit and loss, | 91,895 38 | | |
| Grand total, | $273,016 79 | Grand total, | $273,016 79 |

# MT. PENN GRAVITY RAILROAD COMPANY.

Date of organization: April 26, 1889.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Jonathan G. Linbach, | Reading, Pa. | James Rick, | Reading, Pa. |
| James Nolan, | " | Wm. R. McIlvain, | " |
| S. E. Ancona, | " | H. A. Muhlenberg, | " |
| Thos. P. Merritt, | " | John Barbey, | " |
| Frank S. Livingood, | " | Chas. Rick, | " |
| M. B. McKnight, | " | W. C. Billman, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Jonathan G. Linbach, | Reading, Pa. |
| Vice President, | Mathias Moyer, | " |
| Secretary and Treasurer, | Frank S. Livingood, | " |
| General Solicitor, | Henry A. Muhlenberg, | " |
| General Manager, | Jonathan G. Linbach, | " |
| Assistant General Manager, | J. Ashton Parker, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named |
|---|---|---|---|
| | From— | To— | |
| Mt. Penn Gravity R. R., | Mineral Springs Park Station. | Mineral Springs Park Station. | [illegible] |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $118,259 18 | Capital stock, | $100,000 00 |
| Cost of equipment, | 36,715 42 | Funded debt, | 99,400 00 |
| Cash and current assets, | 4,927 63 | | |
| Profit and loss, | 39,497 77 | | |
| Grand total, | $199,400 00 | Grand total, | $199,400 00 |

# MOUNT PLEASANT AND BROAD FORD RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: May 16, 1870.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| A. R. Barning, | Connellsville, Pa. | J. B. Jackson, | Pittsburg, Pa. |
| A. P. Burchfield, | Pittsburg, Pa. | Geo. Westa, | " |
| J. D. Callery, | " | C. A. Painter, | " |
| J. D. Frisbee, | Connellsville, Pa. | F. L. Robbins, | " |
| Geo. J. Humbert, | " | O. P. Shupe, | Mt. Pleasant, Pa. |
| W. D. Henry, | Pittsburg, Pa. | S. L. Shoemaker, | New York, N. Y. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Mt. Pleasant and Broad Ford R. R. | Broad Ford, Pa. | Mt. Pleasant, Pa. | Baltimore & Ohio R. R. Co. | Ownership, | 9.70 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $210,652 94 | Capital stock, | $150,450 00 |
| | | Current liabilities, | 60,202 94 |
| Grand total, | $210,652 94 | Grand total, | $210,652 94 |

## MOUNT PLEASANT AND LATROBE RAILROAD COMPANY.

Date of organization: August 20, 1881.
Under laws of what government or state organized: Pennsylvania laws, April 4, 1868.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Thomas Lynch, | Greensburg, Pa. | J. D. McCreery, | Pittsburg, Pa. |
| D. H. Coble, | Pittsburg, Pa. | W. S. Armstrong, | " |
| C. P. Parker, | " | C. H. Spencer, | " |
| Philip Keller, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Thos. Lynch, | Greensburg, Pa. |
| Secretary, | D. H. Coble, | Pittsburg, Pa. |
| Treasurer, | Philip Keller, | " |
| Attorney or General Counsel, | W. F. McCook, | " |
| Auditor, | C. P. Parker, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Mount Pleasant and Latrobe Railroad Co. | Mt. Pleasant, Pa. | Texas Branch, South West Pa. R. R. | 1.06 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $8,217 49 | Capital stock, | $13,000 00 |
| Cost of equipment, | 4,812 85 | Profit and loss, | 234 64 |
| Cash and current assets, | 204 30 | | |
| Grand total, | $13,234 64 | Grand total, | $13,234 64 |

## NESQUEHONING VALLEY RAILROAD COMPANY.

Operated by Central Railroad of New Jersey.
Date of organization: May 14, 1861.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Francis R. Cope, | Philadelphia, Pa. | R. Dale Benson, | Philadelphia, Pa. |
| John S. Wentz, | " | Henry Pratt McKean, | " |
| Samuel Dickson, | " | George B. Harris, | " |
| E. W. Clark, Jr., | " | Erastus Hill, | " |
| Joseph S. Harris, | " | H. F. Baker, | " |
| Bayard Henry, | " | Thos. L. Hodge, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Lewis A. Riley, | Philadelphia, Pa. |
| Vice President, | George B. Harris, | " |
| Secretary and Treasurer, | H. F. Baker, | " |
| Auditor, | E. M. Reynolds, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Nesquehoning Valley Railroad. | Nesquehoning Jct. | Tamanend, | Central R. R. of New Jersey. | Lease, | 16.66 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,469,988 91 | Capital stock, | $1,418,600 00 |
| Cash and current assets, | 520 11 | Current liabilities, | 51,909 02 |
| Grand total, | $1,470,509 02 | Grand total, | $1,470,509 02 |

# NEVERSINK MOUNTAIN RAILWAY COMPANY.

Date of organization: March 13, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. A. Rosen, | Reading, Pa. | Wm. McIlvain, | Reading, Pa. |
| K. A. Fichthorn, | " | T. W. Grooket, Jr., | Philadelphia, Pa. |
| Joseph L. Caven, | Philadelphia, Pa. | J. M. Miller, | Reading, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Walter A. Rigg, | Reading, Pa. |
| Vice President, | Remi Remont, | Philadelphia, Pa. |
| Secretary and Treasurer, | T. W. Grooket, Jr., | " |
| General Superintendent, | Alvin Dunlap, | Reading, Pa. |

PROPERTY OPERATED.

| Name. | Terminals | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Neversink Mountain Ry. Co., ..... | Ninth & Penn Sst., Reading, Pa. | Klapperthal, ..... | 8.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $221,626 60 | Capital stock, ..... | $100,000 00 |
| Cost of equipment, ..... | 5,029 26 | Funded debt, ..... | 100,000 00 |
| Cash and current assets, ..... | 512 21 | Current liabilities, ..... | 7,661 96 |
| | | Real estate mortgages, ..... | 5,500 00 |
| | | Accrued interest on funded debt not yet payable, ..... | 333 33 |
| | | Profit and loss, ..... | 12,672 78 |
| Grand total, ..... | $227,168 07 | Grand total, ..... | $227,168 07 |

# NEW CASTLE AND BEAVER VALLEY RAILROAD COMPANY.

Operated by Pennsylvania Company.
Date of organization: March 29, 1862.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph Wood, ..... | Pittsburg, Pa. | John W. Renner, .... | Pittsburg, Pa. |
| J. J. Turner, ..... | " | H. Darlington, ..... | " |
| Edward B. Taylor, .... | " | Wm. Patterson, ..... | New Castle, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | James McCrea, ..... | Pittsburg, Pa. |
| Vice President, ..... | Joseph Wood, ..... | " |
| Secretary, ..... | S. B. Liggett ..... | " |
| Treasurer, ..... | T. H. B. McKnight, ..... | " |
| Auditor, ..... | John W. Renner, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| New Castle and Beaver Valley R. R. | New Castle, Pa. | Homewood, Pa. | Pennsylvania Co., | Lease, ..... | 14.98 |

GENERAL BALANCE SHEET.

| Assets | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $700,000 00 | Capital stock, ..... | $700,000 00 |
| Lands owned, ..... | 900 43 | Current liabilities, ..... | 54,921 08 |
| Cash and current assets, ..... | 240,243 88 | Profit and loss, ..... | 186,223 23 |
| Grand total, ..... | $941,144 31 | Grand total, ..... | $941,144 31 |

# NEW CASTLE AND BUTLER RAILROAD COMPANY.

Date of organization: September 1, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Edwin N. Ohl, ..... | New Castle, Pa. | Edwin I. Phillips, .... | New Castle, Pa. |
| Edwin F. Norris, ..... | " | Charles Greer, ..... | " |
| George Greer, ..... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President, ..... | Edwin N. Ohl, ..... | New Castle, Pa. |
| Vice President, ..... | Charles Greer, ..... | " |
| Secretary and Treasurer, ..... | Edwin F. Norris, ..... | " |
| General Manager, ..... | Edwin F. Norris, ..... | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| New Castle and Butler R. R. Co., .... | New Castle, Pa., .... | Mineral Ridge, Pa.,... | 2.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $20,000 00 | Capital stock, ..... | $20,000 00 |
| Cost of equipment, ..... | 34,236 69 | Current liabilities, ..... | 31,337 71 |
| | | Profit and loss, ..... | 2,898 98 |
| Grand total, ..... .. | $54,236 69 | Grand total, ..... | $54,236 69 |

# NEW CASTLE AND LOWELL RAILWAY COMPANY.

Date of organization: February 8, 1901.
Under laws of what government or state organized: Pennsylvania

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Murray A. Verner, ... | Pittsburg, Pa. | John E. McVey, ..... | Youngstown, O. |
| Benj. F. Miles, ..... | Cleveland, O. | Chas. H. Aken, ..... | New Castle, Pa. |
| Jno. Parmelee, ..... | " | W. T. Drill, ..... | Pittsburg, Pa. |
| J. W. Blackburn, ..... | Youngstown, O. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President, ..... | Murray A. Verner, ..... | Pittsburg, Pa. |
| First Vice President, ..... | James Parmelee, ..... | Cleveland O. |
| Second Vice President, ..... | M. E. McCoskey, ..... | New Castle, Pa. |
| Secretary, ..... | John E. McVey, ..... | Youngstown, O. |
| Treasurer, ..... | Benj. F. Miles, ..... | Cleveland, O. |
| General Solicitor, Attorney, or General Counsel, ..... | John E. McVey, ..... | Youngstown, O. |
| Auditor, ..... | W. T. Burns, ..... | New Castle, Pa. |
| General Manager, ..... | M. E. McCaskey, ..... | " |
| Chief Engineer, ..... | J. M. Walker, ..... | " |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,136,884 84 | Capital stock, | $550,000 00 |
| Cash and current assets, | 444,556 72 | Funded debt, | 550,000 00 |
| | | Current liabilities, | 393,526 72 |
| | | Accrued interest on funded debt not yet payable, | 82,500 00 |
| | | Profit and loss, | 5,414 84 |
| Grand total, | $1,581,441 56 | Grand total, | $1,581,441 56 |

# NEW HAVEN AND DUNBAR RAILROAD COMPANY.

Date of organization: November 22, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Rodman Wister, | 672 Bullitt Building, Philadelphia, Pa. |
| J. N. M. Shimer, | " " |
| W. C. Harris, | " " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. N. M. Shimer, | 672 Bullitt Building, Phila. |
| Secretary, | Walter C. Harris, | 750 Bullitt Building, Phila. |
| Treasurer, | Rodman Wister, | 672 Bullitt Building, Phila. |
| Attorney, or General Counsel, | Samuel Dickson, | 750 Bullitt Building, Phila. |
| Assistant General Manager, | S. G. Valentine, | Dunbar, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| New Haven and Dunbar R. R. Co., | B. & O. R. R. Co. Junc. | Deer Lick Fording, | 2.30 |
| | S. W. Penna. R. R. Co. | Irishtown Run, | .62 |
| | Dunbar Ice Co. Stock House. | Limestone, | 1.47 |
| | Hill Farm, | Parrish, | .86 |
| Total, | | | 5.25 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $62,481 44 | Capital stock, | $8,000 00 |
| Cost of equipment, | 44,315 97 | Current liabilities, | 173,198 54 |
| Cash and current assets, | 5,371 79 | | |
| Profit and loss, | 69,079 34 | | |
| Grand total, | $181,198 54 | Grand total, | $181,198 54 |

# NEWPORT AND SHERMAN'S VALLEY RAILROAD COMPANY.

Date of organization: July 30, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| H. H. Bechtel, | Cincinnati, O. | J. D. Landes, | Mechanicsburg, Pa. |
| John Fleisher, | Newport, Pa. | Martin Mumma, | " |
| B. M. Eby, | " | Thos. Martin, | Loysville, Pa. |
| Dr. J. B. Eby, | | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | David Gring, | Newport, Pa. |
| Vice President, | H. H. Bechtel, | Cincinnati, O. |
| Secretary and Treasurer, | C. K. Miller, | Newport, Pa. |
| General Solicitor, | W. H. Sponsler, | Philadelphia, Pa. |
| Auditor, | Gilbert H. Frank, | Newport, Pa. |
| General Manager, | David Gring, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Newport and Shermans Valley Railroad Co. | Newport, | New Germantown, | 30.67 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $317,258 79 | Capital stock, | $131,468 41 |
| Cost of equipment, | 65,026 18 | Funded debt, | 190,000 00 |
| Cash and current assets, | 13,500 41 | Current liabilities, | 47,907 79 |
| | | Equipment trusts, | 7,464 05 |
| | | Profit and loss, | 18,945 13 |
| Grand total, | $395,785 38 | Grand total, | $395,785 38 |

# NEW YORK CENTRAL AND HUDSON RIVER RAILROAD COMPANY.

Date of organization: November 1, 1869.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| William K. Vanderbilt, | New York City, N. Y. | William Rockefeller, | New York City, N. Y. |
| Freder'k W. Vanderbilt, | " | James Stillman, | " |
| Chauncey M. Depew, | " | George S. Bowdoin, | " |
| William H. Newman, | " | Darius O. Mills, | " |
| Samuel F. Barger, | " | Charles C. Clark, | Ossining, N. Y. |
| J. Pierpont Morgan, | " | George F. Baker, | New York City, N. Y. |
| Hamilton McK. Twombly, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Chauncey M. Depew, | New York, N. Y. |
| President, | William H. Newman, | " |
| Vice President, | Edward V. W. Rossiter, | " |
| Vice President, | Edgar Van Etten, | Boston, Mass. |
| Vice President, | William C. Brown, | New York, N. Y. |
| Secretary, | Dwight W. Pardee, | " |
| Treasurer, | Edward L. Rossiter, | " |
| General Attorney, | Albert H. Harris, | " |
| General Counsel, | Ira A. Place, | " |
| General Manager, | Alfred H. Smith, | " |
| Chief Engineer, | Walter Shephard, | Boston, Mass. |
| General Superintendent, | Joseph P. Bradfield, | New York, N. Y. |

## PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| New York Central and Hudson River Railroad. | New York, | Buffalo, | 440.69 |
| Auburn Road, | Syracuse, | Rochester, | 95.24 |
| Troy and Schnectady, | Troy, | Schnectady, | 20.89 |
| Syracuse Junction, | De Witt, | Geddes, | 8.31 |
| Geneva and Lyons, | Lyons, | Geneva, | 14.07 |
| Roch Lock and Niagara Falls, | Rochester, | Niagara Falls, | 75.62 |
| Charlotte Branch, | Rochester Junction, | Ontario Beach, | 7.91 |
| Batavia and Attica, | Batavia, | Attica, | 10.67 |
| Canandaigua and Niagara Falls, | Canandaigua, | N. Tonawanda, | 85.76 |
| Lockport and Tonawanda, | Lockport Junction, | N. Tonawanda, | 11.17 |
| Buffalo Belt Line, | E. Buffalo, | N. Buffalo, | 7.27 |
| Buffalo and Niagara Falls, | Buffalo, | Niagara Falls, | 21.82 |
| Lewiston Branch, | Suspension Bridge, | Lewiston, | 6.22 |
| Buffalo Erie Basin, | B. & N. Falls Branch, | Erie Docks, | .25 |
| N. Y. Central Niagara River, | N. Tonawanda, | Tonawanda Island, | 2.81 |
| Spuyten Duyvil and Port Morris, | Mott Haven Jct., | Spuyten Duyvil, | 6.04 |
| Troy and Greenbush, | Rensselaer, | Troy, | 5.56 |
| New York and Harlem, | New York, | Chatham, | 127.45 |
| Port Morris Branch, | 162d St., | Port Morris, | 1.90 |
| New York and Mahopac, | Golden's Bridge, | Lake Mahopac, | 7.22 |
| West Shore, | Weehawken, | Buffalo, | 423.50 |
| Rockland Lake Branch, | Congers, | Rockland Lake, | 1.17 |
| Albany Branch, | Ravenna, | Kenwood Jct., | 11.52 |
| Chenango Branch, | Syracuse, | Earlville, | 42.78 |
| New Jersey Junction, | Weehawken, | P. R. R. Jct., | 4.42 |
| Harsimus Branch, | N. J. J. R. R., | Harsimus Br. P. R. R. | .34 |
| Rome, Watertown and Ogdensburg, | Niagara Jct., | Oswego Jct., | 144.31 |
| | Richland, | Massena Springs, | 119.13 |
| | Rome, | Richland, | 41.28 |
| Cape Vincent Branch, | Watertown Jct., | Cape Vincent, | 24.43 |
| De Kalb Branch, | De Kalb Jct., | Ogdensburg, | 19.04 |
| Syracuse Northern, | Syracuse, | Pulaski, | 37.57 |
| Phoenix Branch, | Woodard, | Fulton, | 17.08 |
| Rochester Branch, | Rochester, | Windsor Beach, | 7.30 |
| Utica and Black River, | Utica, | Ogdensburg, | 134.28 |
| Clayton Branch, | Rivergate, | Clayton, | 15.95 |
| Oswego and Rome, | Oswego Jct., | Richland, | 26.80 |
| Niagara Falls Branch, | Suspension Bridge, | Niagara Jct., | 8.58 |
| Carthage and Adirondack, | Carthage, | Newton Falls, | 45.85 |
| Mohawk and Malone, | Herkimer, | Malone, | 173.33 |
| Hinckley Branch, | Prospect Jct., | Hinckley, | 2.96 |
| Saranac Branch, | Lake Clear Jct., | Saranac Lake, | 5.89 |
| Gouverneur and Oswegatchie, | Gouverneur Jct., | Edwards, | 13.24 |
| New York and Putnam, | 155th St., New York, | Putnam Jct., | 53.73 |
| Rapid Transit Branch, | Van Cortlandt, | Yonkers, N. Y., | 3.10 |
| Mahopac Falls, | Baldwin Place, | Mahopac Falls, | 2.05 |
| Tivoli Hollow, | West Albany, | Albany, | 1.24 |
| Wallkill Valley, | Kingston, | Montgomery, | 32.88 |
| Beech Creek, | Jersey Shore Jtc., | Mehaffey Jct., | 112.34 |
| Cambria County, | Wigton Co. Jct., | Spangler, | 8.06 |
| Sundry Mine Branches, | | | 42.05 |
| Syracuse, Geneva and Corning, | Geneva, | Corning, | 57.68 |
| Penn Yan Branch, | Dresden, | Penn Yan, | 6.58 |
| Fall Brook, | Corning, | Antrim, | 51.66 |
| Cowanesque Valley Branch, | Cowan Valley Jct., | Ulysses, | 29.85 |
| Pine Creek, | Stoskesdale Jtc., | Newberry Jct., | 74.96 |
| Beech Creek Extension, | Keating, | Clearfield, | 52.06 |
| Beech Creek Extension, | Curwensville, | Curry, | 15.77 |
| Beech Creek Extension, | Harmon, | Irvona, | 26.76 |
| Beech Creek Extension, | Mahaffey, | Arcadia, | 2.96 |
| Browns Connection, | Browns, | McElhattan, | 1.21 |
| Three Runs Branch, | Cataract, | Potterdale, | 2.09 |
| Canoe Creek Branch, | Rossiter Jct., | Rossiter, | 2.86 |
| Boardman Branch, | Potts Run Jc., | Bordman, | 4.33 |
| McGee's Connection, | P. & E. R. R. Jct., | P. & N. W. R. R. Jct. | .35 |
| Cherry Tree Branch, | Dowler Jct., | Cherry Tree, | 9.07 |
| Victor Nos. 11-14 Branch, | Junction, | Victor Mines, | .86 |
| Boston and Albany, | Boston, | Albany, | 199.91 |
| Newton Highlands Branch, | Brookline Jct., | Riverside, | 9.89 |
| Grand Junction Branch, | Cottage Farm, | East Boston, | 9.45 |
| Newton Lower Falls Branch, | Riverside, | Newton Lower Falls, | 1.09 |
| Saxonville Branch, | Natick, | Saxonville, | 3.70 |
| Milford Branch, | S. Framingham, | Milford, | 12.00 |
| Millbury Branch, | Millbury Jct., | Millbury, | 3.28 |

PROPERTY OPERATED—Continued.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Spencer Branch, | South Spencer, | Spencer, | 2.18 |
| Athol Branch, | Athol Jct., | Athol, | 45.26 |
| Hudson and Chatham Branch, | Chatham, | Hudson, | 17.33 |
| North Brookfield, | East Brookfield, | North Brookfield, | 4.00 |
| Ware River, | Palmer, | Winchendon, | 49.35 |
| Pittsfield and North Adams, | North Adams Jct., | North Adams, | 18.55 |
| Carthage, Watertown and S. H., | Carthage, | Sackets Harbor, | 28.76 |
| Providence, Webster and Springfield, | Webster Jct., | Webster, | 11.23 |
| Chester and Becket, | Chester, | Chester Quarries, | 5.27 |
| Terminal R. R. of Buffalo, | Depew, | Blasdell, | 11.02 |
| Cherry Tree and Dixonville, | Cherry Tree, | Hines Mill, | 13.00 |
| Delaware and Hudson Co., | Albany, | Troy, | 7.10 |
| Delaware and Hudson Co., | Kenwood Jct., | Albany, | 1.69 |
| Troy Union Railroad, | In Troy, | | 2.06 |
| Buffalo Creek Railroad, | In Buffalo, | | 5.03 |
| Erie Railroad, | Montgomery, | Campbell Hall, | 4.78 |
| Erie Railroad, | Lawrenceville, | Blossburg, | 25.50 |
| Erie Railroad, | Blossburg, | Morris Run, | 3.58 |
| N. Y., Ontario and Western Railway, | Fulton, | Oswego, | 12.20 |
| Pennsylvania Railroad, | Penna. R. R. Jct., | Jersey City, | 1.29 |
| Pennsylvania Railroad, | Mehaffey, | Patton, | 20.82 |
| Pennsylvania Railroad, | Main Line, | Mines, | 13.30 |
| Pennsylvania Railroad, | McElhattan, | Keating, | 45.00 |
| Pennsylvania Railroad, | McGee's Jct., | Rossiter Jct., | 11.37 |
| Pennsylvania Railroad, | Irvona, | Amsburg, Pa., | 20.35 |
| Philadelphia and Reading Railway, | Newberry Jct., | Williamsport, | 3.54 |
| Rutland Railroad, | Norwood, | Malone Jct., | 36.80 |
| Buffalo, Rochester and Pittsburg Co., | Clearfield, | Curwensville, | 6.33 |
| Total, | | | 3,566.16 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $146,563,015 79 | Capital stock, | $132,250,000 00 |
| Cost of equipment, | 50,688,034 09 | Funded debt, | 230,414,845 00 |
| Stocks owned, | 131,323,421 35 | Current liabilities, | 15,738,788 39 |
| Bonds owned, | 7,405,054 10 | Securities due to lessor companies, | 3,036,813 00 |
| Other permanent investments, | 25,738,070 18 | Real estate mortgages, | 150,000 00 |
| Securities held for lessor companies, | 3,036,813 00 | Accrued interest on funded debt not yet payable, | 1,802,924 82 |
| Cash and current assets, | 24,251,120 68 | Accrued rentals not yet payable, | 717,244 54 |
| Other assets: | | Dividend payable July 15, 1905, | 1,653,125 00 |
| Materials and supplies, | 6,267,945 23 | Items conveyed from lessor companies, | 2,053,445 02 |
| Sundries, | 6,857,130 62 | Profit and loss, | 14,315,419 27 |
| Grand total, | $402,132,605 04 | Grand total, | $402,132,605 04 |

# NEW YORK, CHICAGO AND ST. LOUIS RAILROAD COMPANY.

Date of organization: September 27, 1887.
Under laws of what government or state organized: New York, Pennsylvania, Ohio, Indiana and Illinois.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. K. Vanderbilt, | New York, N. Y. | Frederic P. Olcott, | New York, N. Y. |
| F. W. Vanderbilt, | " | J. P. Morgan, | " |
| H. McK. Twombly, | " | R. W. Hickox, | Cleveland, O. |
| Chauncey M. Depew, | " | Wm. Rockefeller, | New York, N. Y. |
| Wm. H. Canniff, | Cleveland, O. | James Stillman, | " |
| Wm. H. Newman, | New York, N. Y. | W. E. Roosevelt, | " |
| John S. Kennedy, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Chauncey M. Depew, | New York, N. Y. |
| President, | William H. Canniff, | Cleveland, O. |
| Secretary, | Dwight W. Pardee, | New York, N. Y. |
| Treasurer, | Charles F. Cox, | " |
| General Solicitor, | John H. Clarke, | Cleveland, O. |
| Auditor, | Henry V. Fountain, | " |
| General Superintendent, | A. W. Johnston, | " |

## PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Railroad Line Represented by Capital Stock. | | | |
| Main Line. | | | |
| New York, Chicago and St. Louis R. R. | Buffalo, N. Y., | A point in the village of Silver Creek, N. Y. | |
| | A point in the city of Dunkirk, N. Y. | Boundary line between the states of Indiana and Illinois. | 494.72 |
| Spurs, | | | 22.15 |
| Line Operated Under Lease for Specified Sum. | | | |
| Lake Shore and Michigan Southern Ry., | A point in the village of Silver Creek, N. Y. | A point in the city of Dunkirk, N. Y. | 7.34 |
| Chicago and State Line R. R., | Boundary line between the states of Indiana and Illinois. | Grand Crossing, Ill., | 9.96 |
| Line Operated Under Trackage Rights. Erie R. R., | In the city of Buffalo, N. Y. | | 1.60 |
| | Grand Crossing, Ill., | Chicago, Ill., | 8.90 |
| Total, | | | 545.17 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $46,086,157 92 | Capital stock, | $30,000,000 00 |
| Cost of equipment, | 3,720,846 50 | Funded debt, | 19,425,000 00 |
| Cash and current assets, | 2,461,366 53 | Current liabilities, | 1,797,281 46 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 194,250 00 |
| Materials and supplies, | 346,451 37 | Accrued equipment rental, not yet payable, | 16,973 31 |
| | | Sinking fund account, | 541,896 70 |
| | | Profit and loss, | 639,420 85 |
| Grand total, | $52,614,822 32 | Grand total, | $52,614,822 32 |

# NEW YORK, LACKAWANNA AND WESTERN RAILWAY COMPANY OF PENNSYLVANIA.

Date of organization: November 11, 1880.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. M. Rine, | Scranton, Pa. | Reese A. Phillips, | Scranton, Pa. |
| T. E. Clarke, | " | W. W. Ross, | New York, N. Y. |
| W. H. Truesdale, | New York, N. Y. | B. D. Caldwell, | " |
| E. E. Loomis, | " | Everett Warren, | Scranton, Pa. |
| John F. Snyder, | Scranton, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | T. E. Clarke, | Scranton, Pa. |
| Secretary, | Fred. F. Chambers, | 26 Exchange Place, New York. |
| Treasurer, | Fredk. H. Gibbons, | " " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

New York, Lackawanna and Western Railway Company of Pennsylvania: Crossing Pennsylvania and New York State line three times, into and through the townships of Athens and South Waverly, Bradford county, Pa., 6.38 miles of line.

# NEW YORK, LAKE ERIE AND WESTERN COAL AND RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: January 28, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| F. D. Underwood, | P. O. Box 839, New York, N. Y. |
| D. Willard, | " " |
| J. T. Gardiner, | " " |
| W. A. May, | Scranton, Pa. |
| D. H. Jack, | Bradford, Pa. |
| W. W. Inglis, | Dunmore, Pa. |
| G. A. Richardson, | P. O. Box 839, New York, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Vice President, | F. D. Underwood, | New York, N. Y. |
| Secretary, | David Bosman, | " |
| Treasurer, | D. W. Bigoney, | " |
| Comptroller, | M. P. Blauvelt, | " |
| Auditor, | C. P. Crawford, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| N. Y., L. E. & W. C. R. R. Co. | Crawford Jct., Pa. | Johnsonburg, Pa. | Erie R. R. Co., | | 29.92 |
| Toby Branch, | Brockwayville, Pa. | Toby Mines, Pa. | Erie R. R. Co., | | 12.00 |
| Daguscahonda and Elk Ry. | Daguscahonda, Pa. | Dagus Mines, Pa. | Erie R. R. Co., | | 5.81 |
| Total, | | | | | 47.73 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,246,629 40 | Capital stock, | $500,000 00 |
| Other permanent investments, | 28,014 83 | Funded debt, | 2,000,000 00 |
| Lands owned, | 509,390 31 | Erie Railroad Co., | 15,994 17 |
| N. Y., L. E. & W. R. R. receivers, | 359,557 85 | | |
| North West Mining and Exchange Co., | 203,993 69 | | |
| Profit and loss, | 168,408 59 | | |
| Grand total, | $3,515,994 17 | Grand total, | $3,515,994 17 |

# NEW YORK, ONTARIO AND WESTERN RAILROAD COMPANY.

Date of organization: January 21, 1880

Under laws of what government or state organized: New York.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| D. Newton Barney, | Hartford, Conn. | George M. Miller, | New York, N. Y. |
| Chas. F. Brooker, | Ansonia, Conn. | J. Pierpont Morgan, | " |
| Frank W. Cheny, | So. Manchester, Conn. | William Rockefeller, | " |
| James E. Childs, | New York, N. Y. | Grant B. Schley, | " |
| Thomas P. Fowler, | " | William Skinner, | Holyoke, Mass. |
| John B. Kerr, | " | Chas. S. Whelen, | Philadelphia, Pa. |
| Chas. S. Mellen, | New Haven, Conn. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Thomas P. Fowler, | 56 Beaver St., N. Y. |
| Vice President, | John B. Kerr, | " |
| Vice President, | James E. Childs, | " |
| General Counsel, | John B. Kerr, | " |
| General Manager, | James E. Childs, | " |
| General Superintendent, | Edward Canfield, | Middletown, N. Y. |

## PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| **Line Represented by Capital Stock.** | | | |
| Main Line, | Cornwall, N. Y., | Oswego, N. Y., | 271.75 |
| Branches, | Summitville, N. Y., | Ellenville, N. Y., | 7.80 |
| | Walton, N. Y., | Delhi, N. Y., | 16.84 |
| | New Berlin Jct., N. Y. | New Berlin, N. Y., | 22.38 |
| **Lines Operated Under Lease.** | | | |
| Utica, Clinton and Binghampton, | Randallsville, N. Y., | Utica, N. Y., | 31.30 |
| Rome and Clinton, | Clinton, N. Y., | Rome, N. Y., | 12.78 |
| Wharton Valley, | New Berlin, N. Y., | Edmeston, N. Y., | 6.80 |
| Pecksport Connecting, | Pecksport, N. Y., | Whites Corners, N. Y. | 3.69 |
| Port Jervis, Monticello and Summitville, | Port Jervis, N. Y., | Summitville, N. Y., | 40.80 |
| Ellenville and Kingston, | Ellenville, N. Y., | Kingston, N. Y., | 27.14 |
| **Lines Operated Under Lease, Rental Contingent on Earnings.** | | | |
| Ontario, Carbondale and Scranton, | Cadosia, N. Y., | Scranton, Pa., | 53.66 |
| | Owned by O. C. & S. Ry., leased by O. C. & S. Ry. | | .39 |
| **Lines Operated Under Trackage Rights.** | | | |
| West Shore, | Weehawken, N. J., | Cornwall, N. Y., | 53.07 |
| Total, | | | 548.40 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $68,417,901 91 | Capital stock, | $58,117,982 84 |
| Cost of equipment, | 6,026,760 75 | Funded debt, | 20,714,000 00 |
| Stocks owned, | 2,364,237 97 | Current liabilities | 6,886,352 38 |
| Bonds owned, | 10,814,839 80 | Accrued interest on funded debt not yet payable, | 266,766 67 |
| Cash and current assets, | 1,812,543 88 | Accrued rental not yet payable, | 16,103 97 |
| Other assets: | | Profit and loss, | 4,836,145 41 |
| Equipment trust, | 714,000 00 | | |
| Materials and supplies, | 683,066 96 | | |
| Sinking fund, | 4,000 00 | | |
| Grand total, | $90,837,351 27 | Grand total, | $90,837,351 27 |

# NEW YORK AND PENNSYLVANIA RAILWAY COMPANY.

Date of organization: May 11, 1904.
Under laws of what government or state organized: New York.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Theodore Cobb, | Spring Mills, N. Y. | Benton McConnell, | Hornellsville, N. Y. |
| William Cobb, | " | Harry M. Cook, | " |
| W. M. Cobb, | " | F. A. Cobb, | Ithaca, N. Y. |
| Ahrling Cobb, | " | Howard Cobb, | " |
| Churchill Cobb, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Theodore Cobb, | Canisteo, N. Y. |
| Vice President, | William Cobb, | " |
| Secretary, | Fordyce A. Cobb, | Ithaca, N. Y. |
| Treasurer, | Howard Cobb, | " |
| Auditor, | Guy M. Beaser, | Canisteo, N. Y. |
| General Manager, | Theodore Cobb, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| New York and Pennsylvania Railway, | Canisteo, N. Y., | Ceres, N. Y., | 56.13 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,070,000 00 | Capital stock, | $570,000 00 |
| Cash and current assets, | 3,351 81 | Funded debt, | 500,000 00 |
| | | Current liabilities, | 2,346 19 |
| | | Profit and loss, | 5 62 |
| Grand total, | $1,073,351 81 | Grand total, | $1,073,351 81 |

# NEW YORK, SUSQUEHANNA AND WESTERN RAILROAD COMPANY.

Date of organization: April 25, 1893.
Under laws of what government or state organized: Pennsylvania and New Jersey.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| S. L. Hopkins, | Williamstown, Mass. | F. L. Stetson,, | New York, N. Y. |
| W. L. Bull, | New York, N. Y. | Norman P. Ream, | " |
| C. J. Lawrence, | " | F. D. Underwood, | " |
| Chas. Steele, | " | W. H. Corbin, | Jersey City, N. J. |
| G. A. Richardson, | " | J. J. Goodwin, | New York, N. Y. |
| G. F. Brownell, | " | J. G. McCullough, | North Bennington, Vt. |
| Samuel Spencer, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. D. Underwood, | New York, N. Y. |
| First Vice President, | G. F. Brownell, | " |
| Second Vice President, | G. A. Richardson, | " |
| Third Vice President, | H. B. Chamberlain, | " |
| Secretary, | David Bosman, | " |
| Treasurer, | D. W. Bigoney, | " |
| Comptroller, | M. P. Blauvelt, | " |
| Auditor, | C. P. Crawford, | " |
| Superintendent, | M. E. Johns, | Jersey City, N. J. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named |
|---|---|---|---|
| | From— | To— | |
| New York, Susquehanna and Western Railroad. | Jersey City, N. J., | Gravel Place, Pa., | 101.00 |
| | Two Bridges, N. J., | Unionville, N. Y., | 20.50 |
| | Delaware, N. J., | Columbia Jct., N. J., | 3.00 |
| | Paterson, N. J., | Paterson City, N. J., | .75 |
| | Edgewater, N. J., | Little Ferry Jct., N. J. | 3.00 |
| Passaic and New York R. R., | Passaic, N. J., | Passaic Jct., N. J., | 3.05 |
| Lodi Branch, | Lodi, N. J., | Lodi Jct., N. J., | .73 |
| Hackensack and Lodi R. R., | Lodi, N. J., | Hackensack, N. J., | 1.41 |
| Macopin R. R., | Macopin Lake Jct., N. J. | Macopin Lake Jct., N. J. | 1.50 |
| Edgewater and Fort Lee R. R., | Edgewater, N. J., | Edgewater, N. J., | .71 |
| Middletown, Unionville and Water Gap R. R. | Unionville, N. Y., | Middletown, N. Y., | 13.65 |
| Pennsylvania Railroad, | | | 2.55 |
| Total, | | | 151.85 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $31,320,568 80 | Capital stock, | $26,000,000 00 |
| Cost of equipment, | 2,561,407 59 | Funded debt, | 12,500,000 00 |
| Stocks owned, | 4,563,895 83 | Current liabilities, | 227,427 82 |
| Bonds owned, | 719,345 00 | Accrued interest on funded debt not yet payable, | 134,768 74 |
| Cash and current assets, | 1,216,358 99 | Sinking fund accrued, | 77,951 17 |
| Other assets: | | Outstanding called stocks and bonds, | 543,307 67 |
| Materials and supplies, | 74,676 49 | Due subsidiary companies, | 23,174 63 |
| Sinking fund, | 85,072 50 | Reserve fund, | 242,484 33 |
| Sundries, | 5,298 02 | Profit and loss, | 1,240,815 46 |
| Securities with trustees for redemption of Midland R. R. stock and bonds, | 543,306 00 | | |
| Grand total, | $41,089,929 22 | Grand total, | $41,089,929 22 |

# NITTANY VALLEY RAILROAD COMPANY.

Date of organization: March 15, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Jones Wister, | 672 Bullitt Building, Philadelphia, Pa. |
| W. Rotch, Wister, | 131 South Fifth street, Philadelphia, Pa. |
| Samuel Bispham, | 2306 Delancey street, Philadelphia, Pa. |
| J. W. M. Shimer, | 672 Bullitt Building, Philadelphia, Pa. |
| Henry C. Brown, | 425 Walnut street, Philadelphia, Pa. |
| H. E. Young, | 316 Chestnut street, Philadelphia, Pa. |
| A. H. Childs, | 506 Bank of Commerce Building, Pittsburg, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Jones Wister, | 672 Bullitt Building, Phila., Pa. |
| Secretary and Treasurer, | M. W. Walsh, | " " |
| General Superintendent, | M. I. Gardner, | Bellefonte, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Nittany Valley R. R. Co., | Junc. with Bellefonte, Nittany and Lemont R. R. | Ore banks, | 4.75 |
| | Sidings and other tracks to banks. | | .87 |
| | Tracks to rolling mill and blast furnace. | | 2.00 |
| Total, | | | 7.62 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $167,764 26 | Capital stock, | $75,000 00 |
| Cost of equipment, | 14,573 83 | Funded debt, | 75,000 00 |
| Cash and current assets, | 5,449 43 | Current liabilities, | 39,017 07 |
| Profit and loss, | 1,229 45 | | |
| Grand total, | $189,017 07 | Grand total, | $189,017 07 |

# NORRISTOWN JUNCTION RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: November 8, 1879.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. Hunter, | Philadelphia, Pa. | W. R. Taylor, | Philadelphia, Pa. |
| J. S. Harris, | " | J. D. Landis, | " |
| Theodore Voorhees, | " | W. H. Slingluff, | Norristown, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Norristown Junction R. R. | Washington St., Norristown. | Marshall St., Norristown. | Phila. & Reading Ry. Co. | Agreement, | .37 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $57,629 74 | Capital stock, | $20,000 00 |
| Cash and current assets, | 5,054 15 | Funded debt, | 37,000 00 |
| | | Current liabilities, | 102 13 |
| | | Accrued interest on funded debt not yet payable, | 770 84 |
| | | Profit and loss, | 4,810 87 |
| Grand total, | $62,683 89 | Grand total, | $62,683 89 |

# NORRISTOWN AND MAIN LINE CONNECTING RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: November 19, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Theodore Voorhees, | Philadelphia, Pa. | James M. Landis, | Philadelphia, Pa. |
| C. E. Henderson, | " | E. F. Smith, | " |
| Thomas M. Richards, | " | Richard Tull, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Norristown and Main Line Connecting R. R. Co. | Norristown, Pa. | Mine Line one mile above Bridgeport, Pa. | Philadelphia and Reading Ry. Co. | Lease, | .75 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $325,458 42 | Capital stock, | $50,000 00 |
| Cash and current assets, | 1,697 85 | Funded debt, | 250,000 00 |
| | | Current liabilities, | 27,156 28 |
| Grand total, | $327,156 28 | Grand total, | $327,156 28 |

# NORTH BEND AND KETTLE CREEK RAILROAD COMPANY.

Date of organization: April 24, 1893.
Under laws of what government or state organized: Pennsylvania.

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President | M. M. Armstrong, | New York, N. Y. |
| Vice President, | Robt. C. Lippencott, | Philadelphia, Pa. |
| Secretary, | F. W. Gleason, | Gleasonton, Pa. |
| Treasurer, | A. P. Perley, | Williamsport, Pa. |
| Attorney, or General Counsel, | H. T. Hall, | Lock Haven, Pa. |
| Auditor, | V. M. Stouck, | " |
| General Manager, | J. J. Hulburt, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| North Bend and Kettle Creek Railroad, | Gleasonton, | Jordans, | .12 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $272,926 91 | Capital stock, | $75,000 00 |
| Cost of equipment, | 50,556 00 | Current liabilities, | 309,903 78 |
| Other assets: | | | |
| Materials and supplies, | 100 00 | | |
| Profit and loss, | 61,320 87 | | |
| Grand total, | $384,903 78 | Grand total, | $384,903 78 |

# NORTHERN CENTRAL RAILWAY COMPANY.

Date of organization: December 9, 1854.
Under laws of what government or state organized: Pennsylvania and Maryland.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John P. Green, | Philadelphia, Pa. | Wayne McVeagh, | Bryn Mawr, Pa. |
| H. Walters, | New York, N. Y. | Michael Jenkins, | Baltimore, Md. |
| J. D. Cameron, | " | S. M. Prevost, | Philadelphia, Pa. |
| Luther S. Bent, | Philadelphia, Pa. | A. Louden Snowden, | " |
| N. Parker Shortridge, | Wynnewood, Pa. | J. B. Thayer, Jr., | " |
| Chas. E. Pugh, | Philadelphia, Pa. | Samuel Rea, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | A. J. Cassatt, | Philadelphia, Pa. |
| First Vice President, | J. P. Green, | " |
| Second Vice President, | Chas. E. Pugh, | " |
| Third Vice President, | S. M. Prevost, | " |
| Fourth Vice President, | Samuel Rea, | " |
| Fifth Vice President, | J. B. Thayer, | " |
| Secretary, | Stephen W. White, | " |
| Treasurer, | A. W. Hendrix, | Baltimore, Md. |
| General Solicitor, | Francis I. Gowen, | Philadelphia, Pa. |
| General Counsel, | Geo. V. Massey, | " |
| Comptroller, | M. Riebenack, | " |
| Assistant Comptroller, | E. A. Stockton, | " |
| General Manager, | W. W. Atterbury, | " |
| Chief Engineer, | W. H. Brown, | " |
| General Superintendent, | W. Heyward Myers, | Williamsport, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Northern Central Railway, | Baltimore, Md., | Sunbury, Pa., | 125.69 |
| Green Spring Branch, | Hollins, Md., | Green Spring Jct., | 8.59 |
| Rockville Branch, | Dauphin, Pa., | Rockville, Pa., | 2.82 |
| Shamokin Valley and Pottsville Railroad and Branches. | Sunbury, Pa., | Mt. Carmel, Pa., | 38.42 |
| Elmira and Williamsport Railroad, | Williamsport, Pa., | Elmira, N. Y., | 75.50 |
| The Railroad of Lykens Valley Railroad and Coal Co. | Millersburg, Pa., | Williamstown, Pa., | 19.29 |
| Summit Branch Coal Co.'s R. R., | In Williamstown, | | 1.10 |
| Elmira and Lake Ontario Railroad, | Chemung Jc., N. Y., | Canandaigua, N. Y., | 64.00 |
| Branch, | Stanley, N. Y., | Sodus Point, N. Y., | 34.15 |
| Branch, | Canandaigua, N. Y., | Canandaigua Lake, N. Y. | 1.43 |
| York, Hanover and Frederick Railroad, | York, Pa., | Frederick, Md., | 55.65 |
| York Branch, P. R. R., | York, Pa., | Wrightsville, Pa., | 11.77 |
| Columbia Bridge, | Columbia, Pa., | Wrightsville, Pa., | 1.11 |
| Erie Railroad, | Chemung Jc., N. Y., | Southport, N. Y., | 6.30 |
| Lehigh Valley Railroad, | East leg of "Y" at Shamokin Valley & | Jct. Green Ridge Br., Potts Railroad, | .32 |
| Western Maryland Railroad, | At West York, Pa., | | 1.06 |
| Stewartstown Railroad, | South leg of "Y" at | New Freedom, Pa., | .22 |
| Balto. and Sparrows Point Railroad, | Colgate Creek Jc., | Sparrows Point, Md., | 4.71 |
| Total, | | | 462.06 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $16,001,078 21 | Capital stock, | $17,193,400 00 |
| Cost of equipment, | 4,980,283 77 | Funded debt, | 6,822,000 00 |
| Stocks owned, | 5,224,218 95 | Current liabilities, | 2,271,539 88 |
| Bonds owned, | 1,532,000 00 | Accrued interest on funded debt not yet payable, | 123,891 25 |
| Other permanent investments, | 1,419 00 | Mortgage and ground rents payable, | 109,872 77 |
| Cash and current assets, | 1,842,283 37 | Other liabilities, | 531,393 56 |
| Other assets: | | Extraordinary expenditure fund, | 750,000 00 |
| Materials and supplies, | 790,372 99 | Profit and loss, | 3,524,820 41 |
| Sundries, | 520,841 18 | | |
| Construction, equipment and real estate susp., | 424,420 40 | | |
| Grand total, | $31,316,917 87 | Grand total, | $31,316,917 87 |

# NORTHERN LIBERTIES RAILWAY COMPANY.

Date of organization: August 7, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. P. Palmer, | Chicago, Ill. | W. L. Hirsch, | Pittsburg, Pa. |
| J. S. Keefe, | " | J. W. Carpenter, | " |
| G. W. Jewett, | Pittsburg, Pa. | R. McMillan, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. L. Miller, | Pittsburg, Pa. |
| Vice President, | J. W. Carpenter, | " |
| Secretary, | A. F. Allen, | Chicago, Ill. |
| Treasurer, | S. L. Neely, | Pittsburg, Pa. |
| Auditor, | C. A. Vogt, | Cleveland, Ohio. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Northern Liberties Ry. Co., | 16th St. and Allegheny River. | 15th St., Allegheny Valley Ry. | 1.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $5,572 19 | Capital stock, | $5,000 00 |
| Cash and current assets, | 16,914 79 | Current liabilities, | 10,657 37 |
| Other assets: | | Profit and loss, | 8,840 20 |
| Materials and supplies, | 2,010 59 | | |
| Grand total, | $24,497 57 | Grand total, | $24,497 57 |

# NORTH PENNSYLVANIA RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 8, 1852.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. C. Knight, Jr., | Philadelphia, Pa. | Chas. E. Ingersoll, | Philadelphia, Pa. |
| Henry P. McKean, | " | Henry Lewis, | " |
| T. M. Howe, | " | Alfred C. Harrison, | " |
| James L. Fisher, | " | Frank P. Howe, | " |
| R. Dale Benson, | " | Edward Roberts, III, | " |
| Calvin Pardee, | " | Alfred D. Pardee, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John H. Michener, | 240 So. Third St., Phila., Pa. |
| Secretary and Treasurer, | John S. Wise, | " " |
| Attorney, or General Counsel, | William Rotch, Wister, | " " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line (single track). |
|---|---|---|---|---|---|
| | From— | To— | | | |
| North Pennsylvania Railroad Co. | Phila., Willow St. | Bethlehem, | Philadelphia and Reading Railway Co., Lessee. | Lease, | 55.60 |
| | Jenkintown, | Middle of Del. River. | | | 20.50 |
| | Lansdale, | Doylestown, | | | 10.30 |
| Total, | | | | | 86.40 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $10,538,213 36 | Capital stock, | $4,799,600 00 |
| Cost of equipment, | 1,752,135 65 | Funded debt, | 7,591,000 00 |
| Stocks owned, | 40,465 00 | Current liabilities, | 364,418 95 |
| Bonds owned, | 6,300 00 | Real estate mortgages, | 55,139 34 |
| Other permanent investments, | 25,265 26 | Ground rents, | 37,479 30 |
| Cash and current assets, | 347,935 93 | Profit and loss, | 184,570 72 |
| Other assets, | 321,893 05 | | |
| Grand total, | $13,032,208 31 | Grand total, | $13,032,208 31 |

# NORTH EAST PENNSYLVANIA RAILROAD COMPANY.

Date of organization: December 4, 1870.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. E. Henderson, | Philadelphia, Pa. | Saml. S. Thompson, | Philadelphia, Pa. |
| Theodore Voorhees, | " | Edward E. Paxson, | " |
| D. Jones, | " | Henry D. Paxson, | " |
| B. H. Ball, | " | E. Lawrence Fell, | " |
| Isaac Warner, Jr., | Hatboro, Pa. | E. F. Smith, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Zeigler, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| North East Penna. R. R., | Glenside, Pa., | New Hope, Pa., | 25.89 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $772,423 59 | Capital stock, | $400,000 00 |
| Cash and current assets, | 11,036 65 | Funded debt, | 400,000 00 |
| Profit and loss, | 361,612 13 | Current liabilities, | 340,073 37 |
| | | Accrued interest on funded debt not yet payable, | 5,000 00 |
| Grand total, | $1,145,073 37 | Grand total, | $1,145,073 37 |

# NORTHAMPTON AND BATH RAILROAD COMPANY.

Date of organization: July 7, 1902.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. Rogers Maxwell, | New York, N. Y. | Walter M. Kuhns, | Allentown, Pa. |
| Alphonso De Navarro, | " | Louis H. Repass, | " |
| Henry Graves, | Orange, N. Y. | George J. Maran, | Catasauqua, Pa. |
| Henry J. Seaman, | Catasauqua, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. R. Maxwell, | New York, N. Y. |
| Vice President, | A. De Navarro, | " |
| Secretary, | Henry Graves, | " |
| Treasurer, | Howard W. Maxwell, | " |
| General Solicitors, | DeForest Bros., | " |
| Auditor, | E. T. Magowan, | " |
| General Superintendent, | H. J. Seaman, | Northampton, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Northampton and Bath R. R., | Northampton, Pa., | Bath, Pa., | 8.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $276,974 17 | Capital stock, | $7,000 00 |
| Cost of equipment, | 46,985 15 | Current liabilities, | 595,555 60 |
| Cash and current assets, | 288,864 40 | Real estate mortgages, | 66 67 |
| | | Profit and loss, | 10,201 45 |
| Grand total, | $612,823 72 | Grand total, | $612,823 72 |

# NYPANO RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: March 16, 1896.
Under laws of what government or state organized: Pennsylvania and Ohio.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. D. Underwood, | New York, N. Y. | J. G. McCullough, | New York, N. Y. |
| J. H. Clark, | " | S. Spencer, | " |
| Samuel Mather, | " | George D. Wick, | Youngstown, Ohio. |
| R. R. Rhodes, | " | Charles Steele, | New York, N. Y. |
| E. R. Perkins, | Cleveland, Ohio. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. D. Underwood, | |
| Vice President, | J. H. Clark, | |
| Secretary, | David Bosman, | |
| Treasurer, | D. W. Bigoney, | |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Nypano R. R. Co., | Salamanca, N. Y. | Dayton, O., | | | 388.04 |
| Franklin Branch, | Buchanon Jct., | Oil City, Pa., | | | 33.78 |
| Youngstown and Austintown. | Youngstown, O., Mahoning Jct. | Leadville Coal Mines. | | | 5.83 |
| Total, | | | | | 427.65 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $48,000,000 00 | Capital stock, | $20,000,000 00 |
| | | Funded debt, | 28,000,000 00 |
| Grand total, | $48,000,000 00 | Grand total, | $48,000,000 00 |

# OHIO AND BALTIMORE SHORT LINE RAILWAY COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: May 10, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Chas. N. Brady, | Washington, Pa. | J. Frank Supplee, | Baltimore, Md. |
| Frank Ehlen, | Baltimore, Md. | J. F. Townsend, | Pittsburg, Pa. |
| Thomas B. Riter, | Pittsburg, Pa. | C. W. Woolford, | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |
| General Manager, | T. Fitzgerald, | " |
| Chief Engineer, | D. D. Carothers, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Ohio & Baltimore Short Line R. R. Co. | Greene Jct., Pa. | Elm Siding, Pa. | Balto. & Ohio R. R. Co. | Ownership, | 8.70 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,544,832 12 | Capital stock, | $290,000 00 |
| Profit and loss, | 477,370 71 | Funded debt, | 500,000 00 |
| | | Current liabilities, | 1,232,202 83 |
| Grand total, | $2,022,202 83 | Grand total, | $2,022,202 83 |

# OHIO CONNECTING RAILWAY COMPANY.

Operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.
Date of organization: November 22, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph Wood, | Pittsburg, Pa. | J. J. Brooks, | Pittsburg, Pa. |
| J. J. Turner, | " | John W. Renner, | " |
| Edward B. Taylor, | " | L. L. Gilbert, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | James McCrea, | Pittsburg, Pa. |
| Vice President, | Joseph Wood, | " |
| Secretary, | S. B. Liggett, | " |
| Treasurer, | T. H. B. McKnight, | " |
| Auditor, | John W. Renner, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Ohio Connecting Ry. | Jct. with P., C., C. & St. L. Ry., 2 miles west of Birmingham. | Jct. with P., F. W. & C. Ry., at Venner Sta., Allegheny, Pa. | P., C., C. & St. L. Ry. Co. | ..... | 3.01 |
| Sheridan Branch, | Jct. with main line. | Jct. with P., C., C. & St. L. Ry., 2.5 miles west of Birmingham. | P., C., C. & St. L. Ry. Co. | ..... | .52 |
| Duff Branch, | Jct. of Sheridan Branch with main line. | Jct. with P., C. & Y. Ry., Duff Sta., Pa. | P., C., C. & St. L. Ry. Co. | ..... | 1.92 |
| Duff Branch, | Strickler St., Sheridan, Pa. | Pier No. 2, O. C. Ry. Bridge. | P., C., C. & St. L. Ry. Co. | ..... | .13 |
| Duff Branch, | Pier No. 15, Ohio River Bridge, O. C. Ry. | P., F. W. & C. Ry. at Island Ave., Allegheny, Pa. | P., C., C. & St. L. Ry. Co. | ..... | .49 |
| Total, | | ..... | ..... | ..... | 6.12 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $4,005,487 92 | Capital stock, | $2,000,000 00 |
| Cash and current assets, | 617,668 94 | Funded debt, | 2,000,000 00 |
| | | Current liabilities, | 321,741 80 |
| | | Accrued interest on funded debt not yet payable, | 26,666 67 |
| | | Profit and loss, | 274,748 39 |
| Grand total, | $4,623,156 86 | Grand total, | $4,623,156 86 |

# OHIO RIVER JUNCTION RAILROAD COMPANY.

Date of organization: January 18, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. H. Park, | Beaver, Pa. | S. Margun, | Freedom, Pa. |
| J. M. Beal, | " | W. H. Park, | Park Quarries, Pa. |
| G. I. Park, | " | W. A. Park, | Rochester, Pa. |
| John Warren, | Beaver Falls, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President, | W. A. Park, | Rochester, Pa. |
| Vice President, | S. Morgan, | " |
| Secretary, | J. M. Beal, | " |
| Treasurer, | J. H. Park, | " |
| General Solicitor, | R. S. Holt, | Beaver, Pa. |
| Comptroller, | John Warren, | " |
| General Manager, | W. A. Park, | Rochester, Pa. |
| Chief Engineer, | J. B. Leaf, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Ohio River Junction Railroad Company, | Conroy, | Wallace City, | 4.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $192,602 47 | Capital stock, | $202,070 00 |
| Cost of equipment, | 4,139 13 | Current liabilities, | 23,962 98 |
| Cash and current assets, | 19,771 44 | Balance to profit and loss stock, etc., | 45,535 49 |
| Current assets of 1904 to profit and loss, | 7,125 43 | | |
| Part stock uncollected, | 47,930 00 | | |
| Grand total, | $271,568 47 | Grand total, | $271,568 47 |

# OLEONA RAILROAD COMPANY.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| M. E. Olmsted, | Harrisburg, Pa. | Wm. M. Fickes, | Harrisburg, Pa. |
| G. W. Whitney, | " | C. A. Stamm, | " |
| H. C. Houtz, | " | W. M. Oglesby, | " |
| J. W. Milhouse, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | M. E. Olmsted, | Harrisburg, Pa. |
| Vice President, | C. W. Goodyear, | Buffalo, N. Y. |
| Secretary and Treasurer, | F. A. Lehr, | " |
| Chief Engineer, | H. Herden, | Galeton, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Oleona Railroad Co., | Cross Fork, Pa., | Oleona, Pa., | 8.07 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $74,742 02 | Capital stock, | $1,800 00 |
| Cash and current assets, | 1,800 00 | Current liabilities, | 74,742 02 |
| Grand total, | $76,542 02 | Grand total, | $76,542 02 |

# OLEONA AND GERMANIA RAILROAD COMPANY.

Operated by Lackawanna Lumber Company.
Date of organization: May 12, 1902.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. L. Peck, | Scranton, Pa. | D. W. Van Wegen, | Coudersport, Pa. |
| C. P. Davidson, | " | W. I. Lewis, | " |
| C. S. Woolworth, | " | M. J. Potter, | " |
| E. S. Peck, | " | H. B. Shoemaker, | Cross Fork, Pa. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. L. Peck, | Scranton, Pa. |
| Secretary and Treasurer, | C. P. Davidson, | " |
| Attorney, or General Councel, | W. I. Lewis, | Coudersport, Pa. |
| General Superintendent, | E. S. Peck, | Cross Fork, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Oleona and Germania R. R. Co., | Oleona, Pa., | Germania, Pa., | 10.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, | $44,912 23 | Capital stock, | $2,000 00 |
| | | Capital stock not issued, | 42,912 23 |
| Grand total, | $44,912 23 | Grand total, | $44,912 23 |

# OLEY VALLEY RAILWAY COMPANY.

Date of organization: September, 1900.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John A. Rigg, | Philadelphia, Pa. | Walter A. Rigg, | Reading, Pa. |
| Remi Remont, | " | Wilton A. Rosen, | " |
| Robert N. Carson, | " | Nathaniel Ferguson, | " |
| Richmon L. Jones, | Reading, Pa. | J. Milton Miller, | " |
| William R. McIlvain, | " | Frank L. Connard, | " |
| Isaac Eckert, | " | William McIlvain, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John A. Rigg, | Philadelphia, Pa. |
| Vice President, | Remi Remont, | " |
| Attorney, or General Counsel, | Richmond L. Jones, | Reading, Pa. |
| General Superintendent, | Alvin Dunlap, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Oley Valley Railway Co., | Carsonia Park, | Boyertown, | 18.75 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $458,626 69 | Capital stock, | $250,000 00 |
| Cost of equipment, | 55,996 39 | Funded debt, | 250,000 00 |
| Cash and current assets, | 6,896 63 | Current liabilities, | 20,178 68 |
| Other assets: | | Profit and loss, | 1,422 03 |
| Materials and supplies, | 81 00 | | |
| Grand total, | $521,600 71 | Grand total, | $521,600 71 |

# ONTARIO, CARBONDALE AND SCRANTON RAILWAY COMPANY.

Operated by New York, Ontario and Western Railway Company.
Date of organization: October 3, 1889.
Under laws of what government or state organized: Pennsylvania and New York.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| D. Merton Barney, ... | Hartford, Conn. | George Miller, ..... | New York, N. Y. |
| Chas. F. Brooker, .... | Ansonia, Conn. | J. Pierpont Morgan, . | " |
| James E. Childs, ..... | New York, N. Y. | Wm. Rockefeller, .... | " |
| Frank H. Cheney, .... | So. Manchester, Conn. | Grant B. Schley, ..... | " |
| Thos. P. Fowler, ..... | New York, N. Y. | William Skinner, .... | Holyoke, Mass. |
| John B. Kerr, ..... | " | Charles S. Whelen, ... | Philadelphia, Pa. |
| Chas. S. Mellen, ..... | New Haven, Conn. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Thomas P. Fowler, ..... | New York, N. Y. |
| Vice President, ..... | James E. Childs, ..... | " |
| Secretary and Treasurer, ..... | Richard D. Rickard, ..... | " |
| General Manager, ..... | James E. Childs, ..... | " |
| Chief Engineer, ..... | Edward Canfield, ..... | Middletown, N. Y. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Ontario, Carbondale & Scranton Railway Co. | Cadosia, N. Y., | Scranton, Pa., | New York, Ontario and Western Railway Co. | Lease, ..... | 53.66 |
| | | | | Sub lease, .. | .39 |
| Total, ..... | ..... | ..... | ..... | ..... | 54.05 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $3,802,632 39 | Capital stock, ..... | $1,500,000 00 |
| Cash and current assets, ..... | 14,731 30 | Funded debt, ..... | 1,500,000 00 |
| | | Current liabilities, ..... | 328,616 63 |
| | | Accrued interest on funded debt not yet payable, ..... | 6,250 00 |
| | | Profit and loss, ..... | 482,497 06 |
| Grand total, ..... | $3,817,363 69 | Grand total, ..... | $3,817,363 69 |

# PENCOYD AND PHILADELPHIA RAILROAD COMPANY.

Date of organization: December 15, 1899.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. |
|---|---|
| Charles S. Beisterling, | 1532 Frick Building, Pittsburg. |
| J. A. Hatfield, | 42 Broadway, New York. |
| Charles Major, | Pencoyd, Pa. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | A. J. Major, | Penna. Building, Phila., Pa. |
| President, | Charles Major, | Pencoyd, Pa. |
| Secretary and Treasurer, | W. W. Lemon, | " |
| General Manager, | Charles Major, | " |
| Chief Engineer, | T. M. Lavelle, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pencoyd and Philadelphia R. R. Co., | Pencoyd, | Wissahickon, | 1.15 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $35,538 23 | Capital stock, | $5,000 00 |
| Cash and current assets, | 2,312 82 | Current liabilities, | 30,538 23 |
| | | Profit and loss, | 2,312 82 |
| Grand total, | $37,851 05 | Grand total, | $37,851 05 |

# PENNSYLVANIA RAILROAD COMPANY.

Date of organization: March 30, 1847.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Alexander M. Fox, .... | Philadelphia, Pa. | Effingham B. Morris, | Philadelphia, Pa. |
| N. Parker Shortridge, | Wynnewood, Pa. | Thos. De Witt Cuyler, | " |
| Alexander J. Cassatt, . | Philadelphia, Pa. | James McCrea, ..... | Pittsburg, Pa. |
| Clement A. Griscom,.. | " | Lincoln Godfrey, ..... | Philadelphia, Pa. |
| Amos R. Little, ..... | " | John P. Green, ..... | " |
| William H. Barnes, .. | " | Chas. E. Pugh, ..... | " |
| George Wood, ..... | " | Sutherland M. Prevost, | " |
| C. Stuart Patterson, .. | " | Samuel Rea, ..... | " |
| Rudolph Ellis, ..... | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Alexander J. Cassatt, .. | Broad Street Station, Phila, Pa. |
| First Vice President, ..... | John P. Green, ..... | " " |
| Second Vice President, ..... | Charles E. Pugh, ..... | " " |
| Third Vice President, ..... | S. M. Prevost, ..... | " " |
| Secretary, ..... | Lewis Neilson, ..... | " " |
| Treasurer, ..... | Henry Tatnall, ..... | " " |
| General Solicitor, ..... | Francis I. Gowen, .... | " " |
| Attorney, or General Counsel, ..... | George V. Massey, .... | " " |
| Comptroller, ..... | M. Riebenack, ..... | " " |
| Assistant to Comptroller, ..... | E. A. Stockton, ..... | " " |
| General Manager, ..... | W. W. Atterbury, ..... | " " |
| Chief Engineer, ..... | W. H. Brown, ..... | " " |
| General Superintendent, P. R. R. Div., ..... | Geo. W. Creighton, .... | Altoona, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Filbert Street Extension, ..... | Broad St., Phila., .. | W. Phila., Pa., ..... | .98 |
| | W. Phila., Pa., ..... | Columbia, Pa., ..... | 79.91 |
| | Harrisburg, Pa., .... | Pittsburg, Pa., ..... | 248.47 |
| Branch, ..... | Haverford St., ..... | South St., Phila., ... | 1.69 |
| Branch, ..... | Arsenal Bridge, ..... | Dock St., Phila. ,... | 7.86 |
| Branch, ..... | Passayunk Ave., .... | Girard St., Phila., .. | 2.32 |
| Branch, ..... | Penrose Ave., ..... | Broad St., Phila., .. | 1.47 |
| Branch, ..... | Shenk St., ..... | Morris St., Phila., .. | 1.25 |
| Branch, ..... | 36th St Tunnel, ..... | Girard Ave. Bridge,. | .63 |
| Branch, ..... | South St., Phila., ... | Grays Ferry, ..... | 2.19 |
| Branch, ..... | 52d St., Phila., ..... | Bryn Mawr Ave., ... | .72 |
| Branch, ..... | Lehigh Ave., ..... | Dock St., ..... | 3.53 |
| Branch, ..... | Cedar St., ..... | Norris St., ..... | .79 |
| Branch, ..... | Canal St., ..... | Laurel St., ..... | .31 |
| Frazer Branch, ..... | Frazer, ..... | W. Chester, ..... | 6.83 |

PROPERTY OPERATED—Continued.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Trenton Branch, | Glen Loch, | Fallsington, | 42.73 |
| Trenton Branch, | Fallsington, | Morrisville, | 2.83 |
| Branch, | Downingtown, | Conestoga Jct., | 37.58 |
| Columbia Branch, | Columbia, | So. Columbia, | .49 |
| Columbia Bridge, | Columbia, | Wrightsville, | 1.11 |
| York Branch, | Wrightsville, | York, | 11.77 |
| Lancaster Cut-off, | Conestoga Jct., | Dillerville Jct., | 2.42 |
| Branch, | Bryn Mawr Ave., | Pottsville, | 90.86 |
| Branch, | Manayunk, | Pencoyd, | 1.28 |
| Branch, | Frazer, | Phoenixville, | 10.65 |
| Branch, | Reading Station, | 6th St., Reading, | .98 |
| Branch, | Pottsville, | Primrose, | 7.49 |
| Branch, | Pottsville, | New Boston, | 9.86 |
| Branch, | Sunbury, | Tomhicken, | 43.44 |
| Branch, | Catawissa, | Wilkes-Barre, | 43.13 |
| Branch, | Nescopec, | Rock Glen Jct., | 11.96 |
| Branch, | Nanticoke, | Glen Lyon, | 4.69 |
| Branch, | Nanticoke, | W. Nanticoke, | .61 |
| Branch, | Morea, | Morea Breaker, | 1.00 |
| Branch, | Frackville, | Shenandoah, | 4.98 |
| Branch, | Shenandoah, | Wm. Penn Coll., | 2.54 |
| Branch, | Selins Grove Jc., | Lewistown Jc., | 44.73 |
| Branch, | Lewistown, | Milroy, | 11.14 |
| Branch, | W. End Enola Yd., | E. End Enola Yd., | 3.14 |
| Branch, | W. End Enola Yd., | Marysville, | 1.95 |
| Tyrone Branch, | Tyrone, | Vail, | 3.15 |
| Branch, | Altoona, | "Y" Switches, | 6.20 |
| Branch, | "Y" Switches, | Morr. Cove Jc., | 1.70 |
| Branch, | "Y" Switches, | Duncansville, | .41 |
| Morrison's Cove Branch, | Morr. Cove Jc., | Henrietta, | 18.90 |
| Bloomfield Branch, | Roaring Spring, | Ore Hill, | 3.00 |
| Martinsburg Branch, | Martinsburg Jct., | Martinsburg, | .70 |
| Petersburg Branch, | Morr Cove Jct., | Petersburg Jct., | 30.40 |
| Canoe Creek Branch, | Jct. Petersburg Br., | Moore's Mill, | 2.62 |
| Crissman Branch, | Jct., Canoe Creek Br., | Terminus, | 1.24 |
| Clapper Branch, | Jct., Canoe Creek Br., | Terminus, | .76 |
| Springfield Branch, | Springfield Jct., | Oreminea, | 3.20 |
| Clover Creek Branch, | Clover Creek Jct., | C. C. L. Co.'s Quarry, | 2.33 |
| New Portage Branch, | Gallitzen, | "W. Y" Switches, | 14.91 |
| Lilly Branch | Lilly, | Coal Mines, | 2.12 |
| Bens Creek Branch, | Bens Creek, | Coal Mines, | 1.61 |
| Sonman Branch, | Sonman, | Terminus, | .86 |
| Martins Branch, | Portage, | Coal Tipple, | 3.61 |
| Summerhill Branch, | Summerhill, | South Fork, | 1.99 |
| Branch, | South Fork, | Ashtola, | 20.71 |
| Branch, | N. of Lovett, | Lloydell, | 4.35 |
| Branch, | N. of Lovett, | Ilanfaer, | 5.26 |
| Branch, | Paint Creek Jct., | Eureka Mine No. 30, | 1.64 |
| Branch, | Jct. Br. to No. 30, | Eureka Mine No. 37, | 1.45 |
| Branch, | Jct. Br. to No. 30, | Eureka Mine No. 39, | 6.80 |
| Branch, | N. of Windber, | Eureka Mine No. 31, | .74 |
| Branch, | S. of Windber, | Eureka Mine No. 35, | .76 |
| Branch, | Jct. Br. to No. 35, | Eureka Mine No. 36, | 1.00 |
| Branch, | S. of Windber | Eureka Mine No. 32, | .78 |
| Branch, | S. of Windber | Eureka Mine No. 34, | .35 |
| Branch, | S. of Windber | Curry Mill, | 1.40 |
| Johnstown, | W. Conemaugh, | Johnstown, | 1.60 |
| Branch, | W. Sheridan,, | Bolivar, | 17.13 |
| Branch, | Bolivar, | Allegheny City, | 76.96 |
| Blairsville, | Blairsville, | Terminus, | 1.50 |
| Black Legs Creek Branch, | W. Saltsburg, | Terminus, | .77 |
| Avonmore Branch, | W. Saltsburg, | Terminus, | 2.11 |
| Apollo Branch, | Apollo Jct., | Beal's Quarry, | 1.98 |
| Leechburg Branch, | Anderson Jct., | Terminal, | 1.00 |
| Schenley Branch, | Schenley Jct., | Jct. A. V. Ry., | 5.05 |
| Branch, | Butler Jct., | Butler, | 21.05 |
| Bailey's Run Branch, | Bailey Run, | Terminus, | .30 |
| Indiana Branch, | Blairsville Int., | Indiana, | 18.91 |
| Tearing Run Branch, | Tearing Run Jc., | Terminus, | .83 |
| Homer and Cherry Tree Branch, | Homer Ch. Tree Jc., | Terminus, | .45 |
| Bradenville Branch, | E. Brandenville, | A. C. C. Co.'s Works, | 4.60 |
| Bradenville Branch, | Ligonier Jct., | Lig. C. Co.'s Works, | .91 |
| Alexandria Branch, | Donohue, | New Alexandria, | 8.12 |
| Brush Creek Branch, | Jeanette | Terminus, | .54 |
| Bull Run Branch, | Jeanette | Terminus, | .72 |
| Manor Branch, | Manor, | Claridge, | 4.30 |
| Youghiogheny Branch, | Irwin, | Gratztown, | 10.19 |
| Branch, | Stewart, | Export, | 10.86 |
| Branch, | Saunders, | Terminus, | 3.87 |

PROPERTY OPERATED—Continued.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| East Pittsburg Branch, | Stewart, | Carnegie's U. R. R., | 2.40 |
| Brilliant Branch, | E. Liberty, | So. of Brilliant, | 2.01 |
| Brilliant Branch, | So. of Brilliant, | Guyasuta, | .94 |
| Brilliant Branch, | So. of Brilliant, | Brilliant, | .76 |
| Branch, | So. Side, Pgh., | W. Brownsville, | 53.30 |
| Branch, | 23d St., So. Side, | 6th St., So. Side, | 1.73 |
| Branch, | Hays, | Harrison C. Wks., | 1.78 |
| Port Perry Branch, | E. Pittsburg, | Thomson, | 1.68 |
| Branch, | Cochran, | McKeesport, | .96 |
| Branch, | Peters Creek, | Terminus, | 7.83 |
| Branch, | Monongahela City, | Ellsworth Shaft No. 4, | 14.60 |
| Branch, | W. Brownsville, | Redstone Jct., | 16.56 |
| Branch, | Waltersburg, | Keister Coal Works, | 1.40 |
| Harrisburg, P., M. J. & Lan. R. R., | Dillerville, Pa., | Harrisburg, Pa., | 52.64 |
| | Columbia, Pa., | Branch Int., Pa., | 144.88 |
| United N. J.R. R. & C. Co., | Trenton, N. J., | Jersey City, N. J., | |
| | Camden, N. J., | So. Amboy, N. J. | 144.88 |
| Hudson River Ferries, | Jersey City, N. J., | New York, N. Y., | 1.00 |
| Phila. and Trenton R. R., | N. J. & Pa. State Line. | Frankford, Pa., | 26.30 |
| Connecting Ry., | Germantown Jc., Pa., | Chest. Hill & Brs., | 36.74 |
| | Germantown Jc., Pa., | Manut & Brs. | |
| Rocky Hill R. R. & Trans., | Kingston, N. J., | Rocky Hill, N. J., | 2.38 |
| Camden & Burl. Co. R. R., | Camden, N. J., | Pemberton, N. J., | 29.61 |
| Vincentown Branch R. R., | Ewansville, N. J., | Vincentown, N. J., | 2.84 |
| Mt. Holly Lum. & Med. R. R., | Mt. Holly, N. J., | Medford, N. J., | 5.95 |
| Ridgway and Clearfield Ry., | Ridgway, Pa., | Falls Creek, Pa., | 27.15 |
| New York Bay R. R., | E. of Waverly, N. J., | Greenville & Brs., | 13.70 |
| Pomeroy and Newark R. R., | Pomeroy, Pa., | Near Newark, Del., | 26.70 |
| Bedford and Bridgeport Ry., | Mt. Dallas, Pa., | Pa. & Md. State Line | 49.17 |
| Bedford and Hollidaysburg R. R., | Cessna, Pa., | Near Imlar, Pa., | 11.81 |
| Lewistown and Tyrone R. R., | Montandon, Pa., Tyrone, Pa. | Lemont, Fairbrook & Brs. | 85.12 |
| Bald Eagle Valley Ry., | Vail, | Lock Haven & Brs., | 93.95 |
| Cambria and Clearfield Ry., | Cresson Jc., Pa., | Hoovers Mill Br. Jc., | |
| | Cresson, Pa., | Irvona and Brs., | |
| | Ebensburg, Pa., | Dilltown Brs., | 387.27 |
| | Bellwood, Pa., | Horatio Brs., | |
| | Vail, | Grampian Brs., | |
| South West Penna. Ry., | Greensburg, Pa., | Fairchance Brs., | 128.05 |
| Perth Amboy and Wood R. R., | Rahway, N. J., | Perth Amboy, N. J., | 6.40 |
| Millstone and New Bruns. R. R., | Millstone, N. J., | E. Millstone, N. J., | 6.64 |
| Belvidere Delaware R. R., | Trenton, N. J., | Manunka Chunk, N. J. | 81.00 |
| Freehold and Jasb'g Agl. R. R., | Jamesburg, N. J., | Sea Girt, N. J., | 27.57 |
| Kinkora and New Lisbon R. R., | Kinkora, N. J., | New Lisbon, N. J., | 10.84 |
| Phila. and Long Branch R. R., | Birmingham, N. J., | Bay Head Jc., N. J., | 49.07 |
| Phila. and Beach Haven R. R., | Manahawkin, N. J., | Beach Haven, N. J., | 12.09 |
| Del. River R. R. and Bridge, | Frankford Jc., Pa., | Pensauken, N. J., | 10.12 |
| Phila. and Erie R. R., | Sunbury, Pa., | Erie, Pa., | 307.01 |
| Johnsonburg R. R., | Johnsonburg, Pa., | Clearmont, Pa., | 19.69 |
| Western New York and Penna. Ry., | Buffalo, N. Y., | Emporium, Oil City & Brs. | 590.53 |
| Kinzua Valley R. R., | Morrisons Jc., Pa., | West Line, Pa., | 10.00 |
| Allegheny Valley Ry., | Oil City, Pa., Red Bank, Pa. | Pittsburg, Driftwood, Pa. | 261.94 |
| Lancaster and Quarryville R. R., | Lancaster, Pa., | Quarryville, Pa., | 15.21 |
| York Haven and Rowenna R. R., | Wago Jc., Pt., | Shocks Mills, Pa., | 5.64 |
| Monongahela R. R., | Brownsville, Pa., | Brownsville Jc., Pa., | 1.00 |
| Balto. and Ohio R. R., | Johnstown, Pa., | | 1.07 |
| H. & B. T. Mt. R. R. & C. Co., | Mt. Dallas, | | .84 |
| Georges Creek and Cumb. R. R., | Pa. & Md. State Line, | Cumberland, Md., | 6.37 |
| Cumb. and Penna. Ry., | State Line Jc., | | .46 |
| W. Va. Cent. and Pittsburg Ry., | Cumberland, | | 1.57 |
| Buff., Roch. & Pittsburg Ry., | Over Clear. & Mahoning Ry. | C. & M. Ry., | .47 |
| | Hog Back Br. and over Hog Back Br. | Back Br., | 3.79 |
| New Y. C. & H. R. R. R., | Mahaffey Jc., | Mahaffey, | .31 |
| H. & B. T. R. R. & C. Co., | Huntingdon Sta., | So. end Yd., | 1.81 |
| N. Y. and Long Branch R. R., | Nend Rar Bay Bdg., | Bay Head, N. J., | 38.04 |
| C. R. of N. J., | Woodbridge, N. J., | W. end Bar Bay Bldg. | 1.74 |
| National Docks Ry., | Waldo Ave Yd., | Constable Hook, | 6.58 |
| Tuckerton R. R., | Whitings, N. J., | Manhawkin, N. J., | 21.50 |
| Pem. and Hightstown R. R., | Lewistown, N. J., | Pemberton, N. J., | 2.70 |
| Lake Shore & M. S. Ry., | L. S. & M. S. Ry. Jc. | Union Sta., Erie, | .83 |
| Lehigh Valley R. R., | Wilkes-Barre, | | .19 |

PROPERTY OPERATED—Continued.

| Name | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| Lehigh Valley R. R., | Tomhicken, Pa., | New Boston, Jc. | 25.41 |
| Phila. and Reading Ry., | Frackville, Pa., | Wetherill Jc., Pa., | 3.00 |
| N. Y. C. & H. R. R. R., | Buffalo, N. Y., | | .97 |
| Buffalo Creek R. R., | Buffalo, N. Y., | | 5.82 |
| Terminal R. R. of Buffalo, | Buffalo, N. Y., | | 5.30 |
| Pgh., Shaw. & Northern R. R., | Olean, N. Y., | | .18 |
| Buffalo, Rochester and Pittsburg Ry., | Rochester, N. Y., | | .01 |
| Buffalo, Rochester and Pittsburg Ry., | Carrolton, N. Y., | Bradford, Pa., | 9.50 |
| Jas. Chaut and Lake Erie Ry., | Mayville, N. Y., | Chautauqua, N. Y., | 2.51 |
| Pbg., Cin., Chic. & St. L. Ry., | Pittsburg Station, | So. Side, Pittsburg, | 1.20 |
| Northern Central Ry., | Selinsgrove Jct., | Sunbury, Pa., | 5.00 |
| Total, | | | 3,888.36 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $148,849,237 94 | Capital stock, | $302,513,300 00 |
| Cost of equipment, | 50,304,427 05 | Funded debt, | 111,691,340 00 |
| Stocks owned, | 182,903,832 77 | Bond alit. receipts March 29, 1885, | 84,411,108 24 |
| Bonds owned, | 36,742,111 02 | Current liabilities, | 52,181,478 91 |
| Other permanent investments, | 162,382 05 | Real estate mortgages, | 7,064,830 08 |
| Girard Tr. Co. Special Equipment 4 per cent. equipment tr. gold loan, | 3,000,000 00 | Accrued interest on funded debt not yet payable, | 1,806,661 02 |
| Construction and equipment suspense, | 15,575,991 07 | Harrisburg, Portsmouth, Mt. Joy and Lancaster R. R. Co. guar. stock and bonds, | 1,882,550 00 |
| Cash and current assets, | 137,481,856 24 | U. N. J .R. R. & C. Co. securities, | 3,283,461 25 |
| Other assets: | | Fund for purchase of securities guard. by P. R. R. Co., created October 9, 1878, | 5,606,313 43 |
| Materials and supplies, | 8,519,905 22 | Sinking fund P. R. R. C., consolidated mortgage bonds and L. H. & W. Ry Co. bonds, | 8,872,110 00 |
| Sinking fund, | 6,937,330 00 | Profit and loss, | 21,506,245 11 |
| Managers of trust created October 9, 1878, | 5,606,313 43 | | |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster R. R., cost as represented by guaranteed stocks and bonds, | 1,882,550 00 | | |
| U. N. J. R. R. & C. Co., securities, | 3,283,461 25 | | |
| Grand total, | $601,249,398 04 | Grand total, | $601,249,398 04 |

# PENNSYLVANIA COMPANY.

Date of organization: April 1, 1871.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| A. J. Cassatt, | Philadelphia, Pa. | Charles E. Pugh, | Philadelphia, Pa. |
| James McCrea, | Pittsburg, Pa. | N. P. Shortridge, | " |
| Joseph Wood, | " | Samuel Rea, | " |
| J. J. Turner, | " | George Wood, | " |
| Edw. B. Taylor, | " | C. Stuart Patterson, | " |
| Jno. P. Green, | Philadelphia, Pa. | E. B. Morris, | " |
| William H. Barnes, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | A. J. Cassatt, | Philadelphia, Pa. |
| First Vice President, | James McCrea, | Pittsburg, Pa. |
| Second Vice President, | Joseph Wood, | " |
| Third Vice President, | J. J. Turner, | " |
| Secretary, | S. B. Liggett, | " |
| Treasurer, | T. H. B. McKnight, | " |
| General Counsel, | J. J. Brooks, | " |
| Comptroller, | J. W. Renner, | " |
| Assistant Comptroller, | A. McElevey, | " |
| General Manager, | G. L. Peck, | " |
| Chief Engineer, | Thomas Rodd, | " |
| General Superintendent, | A. M. Schoyer, | " |

## PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| South Chicago and Southern Railroad, | Colehour Jct., Ill., | Bernice, Ill., | 9.82 |
| | Hegewisch, Ill., | Pine, Ind., | 8.23 |
| | 100th St., Chicago, | Hegeswisch, Ill., | 4.43 |
| Pittsburg, Ft. Wayne and Chicago Ry., | Pittsburg, Pa., | Chicago, Ill., | 468.32 |
| Cummings Branch, | So. Chicago, Ill., | Cummings, Ill., | 1.57 |
| Masillon and Cleveland Railroad, | Masillon Jct., O., | Clinton, O., | 12.23 |
| Erie and Pittsburg Railroad, | New Castle, Pa., | Girard Jct., Pa., | 81.00 |
| Dock Branch, Erie, Pa., | Jct. with Main Line, | State St., Erie, Pa., | 2.47 |
| Cleveland and Pittsburg Railroad, | Rochester, Pa., | Cleveland, O., | 123.86 |
| River Division, | Yellow Creek, O., | Bellaire, O., | 43.44 |
| Tuscarawas Branch, | Bayard, O., | New Philadelphia, O., | 31.10 |
| Salineville Branch, | Salineville, O., | Pgh. Coal Co. Mines, Carroll co., O. | 3.40 |
| New Castle & Beaver Valley Railroad, | Homewood, Pa., | New Castle, Pa., | 14.98 |
| Pittsburg, Youngstown and Ashtabula Railroad. | Kenwood, Pa., | Ashtabula, O., | 99.00 |
| Canfield Branch, | Jct. n'r Haselton, O., | Tube Works, O., | 1.19 |
| Alliance Branch, | Niles, O., | Alliance Jct., O., | 24.90 |
| Pittsburg, Ohio Valley and Cincinnati Railroad. | Bellaire, O., | Powhatan, O., | 15.27 |
| Toledo, Walhonding Valley and Ohio Railroad. | Coshocton, O., | West Loudonville, O., | 45.42 |
| | Toledo Jct., O., | Toledo, O., | 79.96 |
| | Sandusky, O., | Columbus, O., | 109.93 |
| Rolling Mill Branch, | Jct. T. W. V. & O. R., Toledo, O. | Maumee Rolling Mill Co., Toledo, O. | .71 |
| Marginal R. R. Tracks, Beaver Falls, Pa. | Jct. P., F. W. & C. Ry. | Point on 2d Av., Beaver Falls. | 2.96 |
| | Jct. Main Line Beaver Falls. | 6th Av., Beaver Falls, | .55 |
| Cleveland and Marietta Railway, | Marietta, O., | Canal Dover, O., | 103.13 |
| New Castle Branch, W. N. Y. & P. Ry., | Mahoningtown, Pa., | Stoneboro, Pa., | 37.63 |
| Wolf Creek Branch, | Leesburg, Pa., | Redmond, Pa., | 14.14 |
| Lake Shore & Michigan Southern Ry., | Stoneboro, Pa., | Oil City, Pa., | 29.70 |
| | Girard Jct., Pa., | Erie, Pa., | 16.74 |
| Cleveland, Cincinnati, Chicago and St. Louis Railway. | Bay Jct., O., | Sandusky, O., | 1.20 |
| | 5th Ave., Columbus, Ohio. | 4th St. Bridge, Columbus, O. | 1.00 |
| Total, | | | 1,388.79 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of real estate, | $1,225,590 35 | Capital stock, | $40,0000,000 00 |
| Cost of equipment, | 8,266,723 01 | Funded debt, | 107,898,905 49 |
| Stocks owned, | 111,003,152 49 | Current liabilities, | 12,317,572 32 |
| Bonds owned, | 5,725,801 34 | Real estate mortgages, | 60,000 00 |
| Other permanent investments, | 1,421,232 84 | Accrued interest on funded debt not yet payable, | 760,819 59 |
| Cash and current assets, | 28,487,220 31 | Accrued principal on car trust equipment not yet payable, | 200,468 13 |
| Other assets: | | Due lessor companies for supplies, | 803,410 51 |
| Equipment trust payments, | 4,490,905 49 | Contribution to sinking fund, | 6,281,381 17 |
| Materials and supplies, | 2,347,899 43 | Profit and loss, | 7,864,433 99 |
| Sinking fund, | 1,080,637 00 | | |
| Sundries, | 2,628,571 10 | | |
| Betterments to leased roads, | 9,659,257 83 | | |
| Grand total, | $176,286,991 19 | Grand total, | $176,286,991 19 |

# PENNSYLVANIA AND NEW YORK CANAL AND RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.

Date of organization: May 15, 1858, as North Branch Canal Company. Name changed March 1, 1866, to Pennsylvania and New York Canal and Railroad Company.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| William H. Sayres, | South Bethlehem, Pa. | L. D. Smith, | Philadelphia, Pa. |
| Albert Lewis, | Bear Creek, Pa. | J. W. Platten, | Philadelphia, Pa. |
| W. C. Alderson, | Overbrook, Pa. | J. A. Middleton, | New York, N. Y. |
| D. G. Baird, | Beverley, N. J. | G. N. Wilson, | Philadelphia, Pa. |
| E. A. Albright, | Roselle, N. J. | Irving A. Stearns, | Wilkes-Barre, Pa. |
| E. T. Stotesbury, | Philadelphia, Pa. | S. D. Warriner, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Eben B. Thomas, | Philadelphia, Pa. |
| Vice President, | J. W. Platten, | " |
| Secretary, | D. G. Baird, | " |
| Treasurer, | Wm. C. Alderson, | " |
| General Solicitor, | Henry S. Drinker, | New York City. |
| General Auditor, | G. N. Wilson, | Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Penna. and New York Canal and Railroad. | Wilkes-Barre, Pa. | N. Y. State Line. | L. V. R. R. Co., | Lease, | 96.57 |
| Branches & Spurs, | | | | | 42.81 |
| Total, | | | | | 139.38 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $11,021,701 92 | Capital stock, | $1,061,700 00 |
| Cash and current assets, | 39,998 08 | Funded debt, | 10,000,000 00 |
| Grand total, | $11,061,700 00 | Grand total, | $11,061,700 00 |

# PENNSYLVANIA WESTERN AND OHIO RIVER CONNECTING RAILWAY COMPANY.

Date of organization: November 20, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Calvin Wells, | Pittsburg, Pa. | Harry Darlington, | Pittsburg, Pa. |
| F. E. Richardson, | " | O. M. Edwards, | " |
| Murry A. Verner, | " | Jos. T. Speer, | " |
| Jas. J. Donnell, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Calvin Wells, | Pittsburg, Pa. |
| Secretary, | F. E. Richardson, | " |
| Attorney, or General Counsel, | W. F. McCook, | " |
| General Manager, | F. E. Richardson, | " |
| Chief Engineer, | W. G. Wilkins, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Penna. Western and Ohio River Connecting Ry. | Baltimore and Ohio R. R. Co. | P., F. W. & C. Ry. | .75 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $3,500 84 | Capital stock, | $750 00 |
| Cost of equipment, | 12,980 00 | Current liabilities, | 10,000 00 |
| Cash and current assets, | 750 00 | Profit and loss, | 6,480 84 |
| Grand total, | $17,230 84 | Grand total, | $17,230 84 |

# PEOPLE'S RAILWAY COMPANY.

Operated by Pottsville Union Traction Company and Schuylkill and Lehigh Valley Railroad Company.

Date of organization: May 24, 1865.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| R. C. Luther, | Pottsville, Pa. | J. P. Jones, | Pottsville, Pa. |
| W. D. Baber, | " | L. F. Brigham, | " |
| George S. Clemens, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Secretary and Treasurer, | W. D. Pollard, | Pottsville, Pa. |
| Superintendent, | W. D. Pollard, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| People's Railway Co., | Pottsville, Pa., | Minersville, Pa., | 4.04 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $99,246 07 | Capital stock, | $100,000 00 |
| Cost of equipment, | 1,287 29 | Funded debt, | 36,000 00 |
| Cash and current assets, | 35,112 17 | Current liabilities, | 40 44 |
| Profit and loss, | 394 91 | | |
| Grand total, | $136,040 44 | Grand total, | $136,040 44 |

# PERKIOMEN RAILROAD COMPANY.

Date of organization: March 23, 1865.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Theodore Voorhees, ... | Philadelphia, Pa. | D. K. Garber, ..... | Pennsburg, Pa. |
| C. E. Henderson, .... | " | John P. Hillegas, .... | " |
| E. F. Smith, ..... | " | Charles P. Reed, ..... | " |
| J. H. Loomis, ..... | " | William F. Dannehower, ..... | Norristown, Pa. |
| James M. Landis, .... | " | | |
| Thomas M. Richards, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George F. Baer, ..... | Philadelphia, Pa. |
| First Vice President, ..... | Theodore Voorhees, ..... | " |
| Second Vice President, ..... | C. E. Henderson, ..... | " |
| Secretary, ..... | W. R. Taylor, ..... | " |
| Treasurer, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Ziegler, ..... | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Perkiomen Railroad Co., ..... | Perkiomen Jct., Pa., | Emaus, Pa., ..... | 38.33 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $3,461,406 07 | Capital stock, ..... | $1,500,000 00 |
| Cost of equipment, ..... | 510 00 | Funded debt, ..... | 1,924,600 00 |
| Cash and current assets, ..... | 405,754 56 | Current liabilities, ..... | 63,822 63 |
| Other assets: | | Profit and loss, ..... | 390,215 84 |
| Materials and supplies, ..... | 10,967 89 | | |
| Grand total, ..... | $3,878,638 52 | Grand total, ..... | $3,878,638 52 |

# PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD COMPANY.

Operated by Philadelphia, Baltimore and Washington Railroad Company.
Date of organization: March 17, 1853.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John P. Green, ..... | Philadelphia, Pa. | Samuel D. Ramsey, .. | West Chester, Pa. |
| N. P. Shortridge, ..... | " | Thos. V. Cooper, .... | Media, Pa. |
| Samuel R. Dickey, .... | Oxford, Pa. | Geo. S. Dare, ..... | Rising Sun, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | H. F. Kennedy, ..... | Broad Street Station, Phila, Pa. |
| Vice President, ..... | John P. Green, ..... | " " |
| Secretary, ..... | Lewis Neilson, ..... | " " |
| Treasurer, ..... | Henry Tatnall, ..... | " " |
| Comptroller, ..... | M. Riebenack, ..... | " " |
| Chief Engineer, ..... | W. H. Brown, ..... | " " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Philadelphia and Baltimore Central R. R. | West Phila., Wawa, Pa. | Octoraro Jct., Md., West Chester, Pa. | Phila., Balto and Wash. R. R. Co. | ..... | 62.65 |
| Branch, ..... | Brandywine Summit, Pa. | Kaolin Works, Pa. | ..... | ..... | 9.43 |
| | | | Phila., Balto. and Wash. R. R. Co. | ..... | 1.63 |
| Chester Creek R. R. | Lamokin, Pa., | Lenni, ..... | Phila., Balto and Wash. R. R. Co. as agent for Phila. & Balto. Central R. R. Co. | ..... | 6.69 |
| Total, ..... | ..... | ..... | ..... | ..... | 80.40 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $4,132,730 23 | Capital stock, | $2,499,184 00 |
| Stocks owned, | 1,100 00 | Funded debt, | 2,200,000 00 |
| Construction susp., | 13,622 80 | Ground rents, | 26,512 50 |
| Lands owned, | 345,179 51 | Current liabilities, | 68,404 43 |
| Cash and current assets, | 287,318 40 | State of Maryland, | 35,000 00 |
| Profit and loss, | 66,483 33 | Accrued interest on funded debt not yet payable, | 17,333 34 |
| Grand total, | $4,846,434 27 | Grand total, | $4,846,434 27 |

# PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY.

Date of organization: November 1, 1902.

Under laws of what government or state organized: Pennsylvania, Delaware and Maryland.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Alexander J. Cassatt, | Philadelphia, Pa. | Charles E. Pugh, | Philadelphia, Pa. |
| R. Dale Benson, | " | Sutherland M. Prevost, | " |
| John P. Green, | " | Samuel Rea, | " |
| Edward Lloyd, | Easton, Md. | Christian C. Febiger, | Baltimore, Md. |
| German H. Hunt, | Baltimore, Md. | Douglas H. Thomas, | " |
| N. Parker Shortridge, | Wynnewood, Pa. | John B. Ramsay, | " |
| Preston Lea, | Wilmington, Del. | John B. Thayer, | Philadelphia, Pa. |
| John Cassels, | Washington, D. C. | Alfred D. Warner, | Wilmington, Del. |
| William H. Barnes, | Philadelphia, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Alexander J. Cassatt, | Broad Street Station, Phila., Pa. |
| First Vice President, | John P. Green, | " " |
| Second Vice President, | Charles E. Pugh, | " " |
| Third Vice President, | Sutherland M. Prevost, | " " |
| Secretary, | Lewis Nielson, | " " |
| Treasurer, | Henry Tatnall, | " " |
| General Solicitor, | Francis I. Gowen, | " " |
| General Counsel, | George V. Massey, | " " |
| Comptroller, | M. Riebenack, | " " |
| General Manager, | W. W. Atterbury, | " " |
| Chief Engineer, | W. H. Brown, | " " |

## PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Phila., Balto and Wash. R. R., | Phila., Pa., | So. end Long Bridge, Washington, D. C. | 137.73 |
| Branch, | South St., Phila., | Grays Ferry, | 1.06 |
| | Grays Ferry, | Junction R. R., | .20 |
| Southwark Branch, | Broad & Wash Ave., | Del. River, Phila., | 1.37 |
| | | Swanson St., | .48 |
| Claymont Branch, | Pa. & Del. State Line, | Waamans Ck., Del., | .72 |
| Shellpot Branch, | Edgmoor, Del., | Newport, Del., | 6.69 |
| Brandywine Branch, | Landloth, Del., | Augustine Mills, Del., | 2.75 |
| New Castle and Wilm. Branch, | Delaware Jct., Del., | Shellpot Crossing, Del. | .97 |
| Delaware City Branch, | Newark, Del., | Delaware City, Del., | 11.79 |
| Branch, | Perryville, Md., | Eidleman's Xing, Md. | .32 |
| Branch, | Bay View, Md., | Union R. R., | .06 |
| Branch, | London, Md., | Clare Stock Yds., Md. | 1.20 |
| Popes Creek, | Bowie, Md., | Popes Creek, Md., | 48.68 |
| Junction R. R., | Belmont, | No. 3 Tower, W. Phila. | 1.29 |
| | Market St., W. Phila., | Grays Ferry, | 1.67 |
| Delaware R. R., Main Line, | Shellpot Cr., Del., | Delmar, Del., | 95.22 |
| Branch, | New Castle, Del., | Christiana Ave., Md., | 5.40 |
| Branch, | Townsend, Del., | Centreville, Md., | 35.11 |
| Branch, | Clayton, Del., | Smyrna, Del., | 1.29 |
| Branch, | Clayton, Del., | Oxford, Md., | 54.23 |
| Branch, | Seaford, Del., | Cambridge, Md., | 32.92 |
| Branch, | Massey, Md., | Chestertown, Md., | 20.65 |
| Branch, | Norton, Md., | Nicholson, Md., | 3.69 |
| Del., Md. & Virginia R. R., | Harrington, Del., | Rehoboth, Del., | 97.43 |
| | Georgetown, Del. | Franklin City, Va. | |
| Phila. & Balto. Central R. R., | West Phila., Pa., | Octorora Jct., | 62.65 |
| | Wawa, Pa., | West Chester, Pa., | 9.43 |
| Phila. & Balto. Central R. R., | Brandywine Summit, | Kaolin Works, Pa., | 1.63 |
| Chester Creek R. R., | Lenni, Pa., | Lamokin, Pa., | 6.69 |
| South Chester R. R., | Howell St., | Wilson St., Chester, Pa. | .93 |
| | Stoney Creek, Pa., | P. & D. State Line, | 1.83 |
| | Lamokin, Pa., | So. Chester, Pa., | .47 |
| | Linwood, Pa., | Marcus Hook, Pa., | .51 |
| Phila. & Delaware County R. R., | Fernwood, Pa., | Newtown Square, Pa. | 9.93 |
| | Near Fernwood, Pa., | Millbourne Mills, | 2.27 |
| Elkton and Middletown R. R., | Elkton, Md., | Big Elk River, | .33 |
| Columbia and Port Deposit, | South Columbia, Pa., | Perryville, Md., | 42.68 |
| Pennsylvania R. R., | W. Phila., | Broad St. Station, | 1.00 |
| Catonsville Short Line R. R., | London Park, Md., | Catonsville, | 3.76 |
| Total, | | | 707.05 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $32,545,024 83 | Capital stock, | $23,493,575 00 |
| Cost of equipment, | 4,079,283 59 | Capital stock outstanding B. & P., | 550 00 |
| Stocks owned, | 7,379,931 95 | Capital stock outstanding P. W. & B., | 450 00 |
| Bonds owned, | 661,318 79 | Funded debt, | 20,000,000 00 |
| Other permanent investments, | 24,907 88 | Current liabilities, | 7,707,931 30 |
| Construction, equipment and real estate suspense, | 2,719,197 27 | Real estate mortgage, | 200,973 33 |
| Cash and current assets, | 7,061,045 44 | Accrued interest on funded debt not yet payable, | 209,900 00 |
| Other assets: | | Sinking fund, | 500,000 00 |
| Materials and supplies, | 617,895 49 | Profit and loss, | 4,141,954 00 |
| Sinking fund, | 500,000 00 | | |
| Revision of line through Washington, | 666,728 39 | | |
| Grand total, | $56,255,333 63 | Grand total, | $56,255,333 63 |

# PHILADELPHIA BELT LINE RAILROAD COMPANY.

Date of organization: May 10, 1889.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. |
|---|---|
| James Dobson, | 26 North Front street, Philadelphia, Pa. |
| Chas. H. Cramp, | Beach and Ball streets, Philadelphia, Pa. |
| Walter F. Hagar, | Philadelphia Bank Building, Philadelphia, Pa. |
| E. A. Hancock, | Bourse Building, Philadelphia, Pa. |
| Wm. H. Jenks, | 328 Chestnut street, Philadelphia, Pa. |
| Calvin Pardee, | Drexel Building, Philadelphia, Pa. |
| Frank L. Neall, | 318½ Walnut street, Philadelphia, Pa. |
| Francis B. Reeves, | Girard National Bank, Philadelphia, Pa. |
| Wm. W. Justice, | Manheim street, Philadelphia, Pa. |
| John T. Bailey, | Norris and Water streets, Philadelphia, Pa. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Francis B. Reeves, | 308 Walnut Street, Phila., Pa. |
| Vice President, | Walter F. Hagar, | " " |
| Secretary, | John J. Curley, | " " |
| Treasurer, | Richard Tull, | " " |
| Attorney, or General Counsel, | George S. Graham, | 509 Crozer Building, Phila., Pa. |
| General Manager, | Ashbel Welch, | 308 Walnut Street, Phila., Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Main Line, | Allegheny Ave., | Bridesburg, | 2.66 |
| Main Line, | Vine St., | South St., | .88 |
| Miscellaneous Sidings, | | | 1.14 |
| Under contract with Penna. Railroad Co., portion of their line and line of River Front Railroad. | Callowhill St., | Tasker St., | 2.00 |
| Total, | | | 6.68 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $225,644 88 | Capital stock, | $200,000 00 |
| Cash and current assets, | 620 63 | Current liabilities, | 26,265 51 |
| Grand total, | $226,265 51 | Grand total, | $226,265 51 |

# PHILADELPHIA AND CHESTER VALLEY RAILROAD COMPANY.

Date of organization: March 7, 1888.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. E. Henderson, | Philadelphia, Pa. | Theodore Voorhees, | Philadelphia, Pa. |
| James M. Landis, | " | W. R. Taylor, | " |
| Chas. Heebner, | " | Hugh De Haven, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Geo. F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Zeigler, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Philadelphia and Chester Valley R. R. Co. | Bridgeport, Pa., | Downingtown, Pa., | 21.49<br>2.44 |
| Total, | | | 23.93 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,103,730 27 | Capital stock, | $755,100 00 |
| Cash and current assets, | 25,381 17 | Funded debt, | 380,510 00 |
| Profit and loss, | 46,988 08 | Current liabilities, | 36,934 40 |
| | | Accrued interest on funded debt not yet payable, | 3,555 12 |
| Grand total, | $1,176,099 52 | Grand total, | $1,176,099 52 |

# PHILADELPHIA AND DELAWARE COUNTY RAILROAD COMPANY.

Operated by Philadelphia, Baltimore and Washington Railroad Company.
Date of organization: April 2, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. H. Barnes, ..... | Philadelphia, Pa. | N. P. Shortridge, .... | Philadelphia, Pa. |
| John P. Green, ..... | " | J. Randall Williams, | " |
| W. A. Patton, ..... | " | Stuart Wood, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Samuel Rea, ..... | Philadelphia, Pa. |
| Secretary, ..... | J. M. Harding, ..... | " |
| Treasurer, ..... | Taber Ashton, ..... | " |
| Assistant Secretary, ..... | A. J. County, ..... | " |
| Assistant Secretary, ..... | K. S. Green, ..... | " |
| Comptroller, ..... | M. Riebenack, ..... | " |
| Chief Engineer, ..... | W. H. Brown, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Philadelphia and Delaware County Railroad. | Fernwood, Pa., | Newtown Sq'e, Pa. | Phila., Balto. and Wash. R. R. Co. | Resolutions of Board. | 9.93 |
| Branch, ..... | ..... | ..... | ..... | ..... | 2.27 |
| Total, ..... | ..... | ..... | ..... | ..... | 12.20 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $609,108 65 | Capital stock, ..... | $354,750 00 |
| Construction suspense, ..... | 25,499 44 | Funded debt, ..... | 180,000 00 |
| Cash and current assets, ..... | 1,068 00 | Current liabilities, ..... | 226,179 18 |
| Profit and loss, ..... | 127,503 09 | Accrued interest on funded debt not yet payable, ..... | 2,250 00 |
| Grand total, ..... | $763,179 18 | Grand total, ..... | $763,179 18 |

# PHILADELPHIA AND ERIE RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: April 3, 1837.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| N. P. Shortridge, | Wynnewood, Pa. | George Wood, | Philadelphia, Pa. |
| J. P. Green, | Philadelphia, Pa. | Samuel Rea, | " |
| William E. Thompson, | " | Effingham B. Morris, | " |
| Bayard Henry, | " | Rudolph Ellis, | " |
| Amos R. Little, | " | James Elverson, | " |
| William H. Barnes, | " | Edw. T. Stotesbury, | " |
| John H. Catherwood, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | N. P. Shortridge, | Philadelphia, Pa. |
| Secretary and Treasurer, | J. S. Vanzandt, | " |
| General Solicitor, | Francis J. Gowan, | " |
| General Counsel, | George V. Massey, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Philadelphia and Erie Railroad Co. | Erie, Pa., | Sunbury, Pa., | Penna. R. R. Co., | Lease, | 287.56 |
| | E. of Queens Run, Pa. | N. Fork Jc., Pa. | | | 5.81 |
| | Allens, Pa., | Nesbit, Pa., | | | 7.39 |
| | E. of Newberry, Pa. | W. of Williamsport. | | | 1.93 |
| | In Williamsport. | | | | 4.32 |
| Total, | | | | | 307.01 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $30,466,182 05 | Capital stock, | $10,385,000 00 |
| Stocks owned, | 28,962 50 | Funded debt, | 19,823,000 00 |
| Cash and current assets, | 1,375,245 60 | Current liabilities, | 117,703 93 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 384,987 52 |
| Sundries, | 138,725 80 | Renewal fund, | 235,146 36 |
| | | Sundries, | 5,218 50 |
| | | Extraordinary expenditure fund, | 200,000 00 |
| | | Profit and loss, | 858,059 64 |
| Grand total, | $32,009,115 95 | Grand total, | $32,009,115 95 |

# PHILADELPHIA AND FRANKFORD RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 21, 1892.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. W. Foulkrod, ..... | Philadelphia, Pa. | Theodore Voorhees, .. | Philadelphia, Pa. |
| D. C. Nimlet, ..... | " | C. E. Henderson, .... | " |
| William M. Horrocks, | " | J. S. Harris, ..... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George F. Baer, ..... | Philadelphia, Pa. |
| Secretary, ..... | W. R. Taylor, ..... | " |
| Treasurer, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Ziegler, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Philadelphia and Frankford R. R. Co. | Crescentvil l.e, Frankford. | Phila., Pa., ... | Philadelphia and Reading Ry. Co. | Agreement. | 2.59 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $733,441 78 | Capital stock, ..... | $500,000 00 |
| Cash and current assets, ..... | 520,068 86 | Funded debt, ..... | 500,000 00 |
| | | Current liabilities, ..... | 161,701 52 |
| | | Profit and loss, ..... | 91,809 12 |
| Grand total, ..... | $1,253,510 64 | Grand total, ..... | $1,253,510 64 |

# PHILADELPHIA, GERMANTOWN AND NORRISTOWN RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: February 17, 1831.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| W. S. Wilson, | New Castle, Pa. |
| Elbridge McFarland, | Norristown, Pa. |
| William Dulles, | 262 S. 16th St., Philadelphia, Pa. |
| Tristram C. Colkett, | 1430 South Penn Square, Philadelphia, Pa. |
| Richard A. F. Penrose, Jr., | 460 Bullitt Building, Philadelphia, Pa. |
| John A. Brown, Jr., | Real Estate Trust Building, Philadelphia, Pa. |
| Richard Dale, | 1215 Spruce street, Philadelphia, Pa. |
| Toplift Johnson, | 535 Chestnut street, Philadelphia, Pa. |
| Frederick V. Jarden, | Rosemont, Pa. |
| James Tracy, | Conshohocken, Pa. |
| Edward Dale Toland, | 104 S. 5th St., Philadelphia Pa. |
| Elwood Rhoads, | Norristown, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | W. S. Wilson, | 610 M. & M. Bldg., Phila., Pa. |
| Secretary and Treasurer, | C. C. Wilson, | " " |
| Attorney, or General Counsel, | John G. Johnson, | Land Title & Trust Bldg., Phila. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Philadelphia, Germantown and Norristown R. R. | 9th & Green, | Germantown, | Philadelphia and Reading Ry. Co. | Lease, | 6.40 |
| Norristown Branch, | Sixteenth St., | Norristown, | | | 14.56 |
| Total, | | | | | 20.96 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,639,872 33 | Capital stock, | $2,246,900 00 |
| Cost of equipment, | 367,988 09 | Current less profit and loss liabilities, | 52,792 11 |
| Bonds owned, | 8,802 00 | Profit and loss, | 13,147 24 |
| Plymouth R. R. account, | 274,495 19 | | |
| Cash and current assets, | 15,155 93 | | |
| Other assets: | | | |
| Sundries, | 6,525 81 | | |
| Grand total, | $2,312,839 35 | Grand total, | $2,312,839 35 |

# PHILADELPHIA, HARRISBURG AND PITTSBURG RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: July 24, 1890.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, .... | Philadelphia, Pa. | Chas. Heebner, ..... | Philadelphia, Pa. |
| Theodore Voorhees, ... | " | C. H. Quarles ..... | " |
| C. E. Henderson, ..... | " | T. M. Richards, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George F. Baer, ..... | Philadelphia, Pa. |
| Secretary, ..... | W. R. Taylor, ..... | " |
| Treasurer, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Zeigler, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Philadelphia, Harrisburg & Pittsburg R. R. Co. | Harrisburg, .... | Shippensburg, . | P. & R. Ry. Co., | Lease, ..... | 47.12 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $3,997,113 19 | Capital stock, ..... | $2,000,000 00 |
| Cash and current assets, ..... | 35,002 32 | Funded debt, ..... | 2,000,000 00 |
| Profit and loss, ..... | 5,164 67 | Current liabilities, ..... | 12,280 18 |
| | | Accrued interest on funded debt not yet payable, ..... | 25,000 00 |
| Grand total, ..... | $4,037,280 18 | Grand total, ..... | $4,037,280 18 |

# PHILADELPHIA, NEWTOWN AND NEW YORK RAILROAD COMPANY.

Date of organization: January 29, 1873.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Saml Gustine Thompson, | Philadelphia, Pa. | Theodore Voorhees, | Philadelphia, Pa. |
| Smith Harper, | Fox Chase, Pa. | C. E. Henderson, | " |
| Joseph S. Harris, | Philadelphia, Pa. | Samuel Dickson, | " |
| B. H. Bail, | " | E. F. Smith, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| First Vice President, | Theodore Voorhees, | " |
| Second Vice President, | C. E. Henderson, | " |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Zeigler, | " |
| General Superintendent, | A. T. Dice, | Reading, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Philadelphia, Newtown and New York, Railroad Co. | Erie Ave., Phila., | Newtown, Pa., | 20.67 |
| | Olney, Phila., | Newtown Jct., | 1.04 |
| Total, | | | 21.71 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,703,213 30 | Capital stock, | $1,625,000 00 |
| Cash and current assets, | 22,298 74 | Funded debt, | 1,417,000 00 |
| Other assets: | | Current liabilities, | 410,488 77 |
| Materials and supplies, | 4,014 89 | Accrued interest on funded debt not yet payable, | 3,802 50 |
| Profit and loss, | 726,764 34 | | |
| Grand total, | $3,456,291 27 | Grand total, | $3,456,291 27 |

# PHILADELPHIA AND READING RAILWAY COMPANY.

Date of organization: November 17, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| H. A. Dupont, | Wilmington, Del. | Edward P. Stotesbury, | Philadelphia, Pa. |
| Charles Steele, | New York, N. Y. | H. McK. Twombly, | New York, N. Y. |
| Joseph S. Harris, | Philadelphia, Pa. | H. C. Frick, | Pittsburg, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| First Vice President, | Theodore Voorhees, | " |
| Second Vice President, | C. E. Henderson, | " |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| General Solicitor, | J. D. Campbell, | " |
| Comptroller, | George Zeigler, | " |
| Chief Engineer, | William Hunter, | " |
| General Superintendent, | A. T. Dice, | Reading, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Phila. and Reading Railway Co., | Philadelphia, Pa., | Reading, Pottsville, Harrisburg and various branches and terminals. | 368.77 |
| **Main Line and Branches.** | | | |
| Allentown Railroad, | Topton, Pa., | Kutztown, Pa., | 4.45 |
| Catawissa Railroad, | Tamanend, Pa., | Newberry Jct., Pa., | 102.95 |
| Colebrookdale Railroad, | Pottstown, Pa., | Barto, | 12.84 |
| Delaware and Bound Brook Railroad, | Delaware River, | Trenton and Bound Brook, N. J. | 33.84 |
| East Mahanoy Railroad, | E. Mahanoy Jct., | St. Nicholas, Pa., | 10.95 |
| East Pennsylvania Railroad, | Reading, Pa., | Allentown, Pa., | 35.38 |
| Little Schuylkill Navigation Railroad, | Port Clinton, Pa., | Tamanend & Reevesdale, Pa. | 31.48 |
| Mill Creek and Mine Hill Navigation R. R. | Mill Creek Jct., Pa., | Broad Mountain, Pa., | 3.81 |
| Mine Hill and Schuylkill Haven R. R., | Schuylkill Haven, Pa. | Ashland and Enterprise, Pa. | 42.03 |
| Mt. Carbon and Port Carbon Railroad, | Mount Carbon, Pa., | Port Carbon, Pa., | 2.59 |
| Norristown Junction Railroad, | In Norristown, Pa., | | .37 |
| Norristown Main Line Conn. Railroad, | Norristown, Pa., | Bridgeport, Pa., | .75 |
| North Pennsylvania Railroad, | Philadelphia, Pa., | Bethlehem, Pa., Delaware River and Doylestown. | 86.47 |
| Pickering Valley Railroad, | Phoenixville, | Byers, Pa., | 11.21 |
| Phila., Germantown & Norristown Railroad. | Philadelphia, | Germantown, Norristown and Oreland, Pa. | 29.90 |
| Chestnut Hill Railroad, | Germantown, | Chestnut Hill, Pa., | 4.03 |
| Phila., Harrisburg and Pittsburg R. R., | Harrisburg, | Shippensburg, Pa., | 47.12 |
| Phila. and Reading Terminal Railroad, | In Philadelphia, | | 1.30 |
| Phila. and Frankford Railroad, | Crescentville, | Frankford, Pa., | 2.59 |
| Reading Belt Railroad, | Around the City of | Reading, Pa., | 7.38 |
| Schuylkill and Lehigh Railroad, | Reading, Pa., | Slatington, Pa., | 46.94 |
| Schuylkill Valley Navigation Railroad, | Port Clinton, Pa., | Reevesdale, Pa., | 10.96 |
| Shamokin, Sunbury and Lewisburg Railroad. | Carbon Run Jc., Pa., | W. Milton, Pa., | 31.29 |
| Wilmington and Northern Railroad, | Wilmington, Del., | Reading, Pa., | 88.41 |
| Allentown Terminal Railroad, in Allentown, Pa., connecting tracks in Allentown. | | | 1.00 |
| Total, | | | 1,017.72 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $82,252,696 79 | Capital stock, | $20,000,000 00 |
| Stocks owned, | 75,000 00 | Funded debt, | 67,683,952 00 |
| Bonds owned, | 1,220,000 00 | Current liabilities, | 5,057,667 05 |
| Cash and current assets, | 11,971,559 34 | Real estate mortgages, | 257,069 25 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 307,145 85 |
| Materials and supplies, | 2,206,710 93 | Accrued rental not yet payable, | 357,819 31 |
| Philadelphia Subway, | 2,593,500 00 | Philadelphia Subway, | 2,593,500 00 |
| Philadelphia and Reading Terminal, | 8,500,000 00 | W. & N. R. R. Co. equipment account and lease, | 320,040 50 |
| Equipment received through W. & N. R. R. Co., | 76,087 44 | Insurance and replacement funds, | 3,423,535 37 |
| Insurance and sinking fund, | 1,492,708 11 | Profit and loss, | 10,387,530 28 |
| Grand total, | $110,388,259 61 | Grand total, | $110,388,259 61 |

# PHILADELPHIA AND READING TERMINAL RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: April 13, 1888.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, | Philadelphia, Pa. | Theodore Voorhees, | Philadelphia, Pa. |
| Henry P. McKean, | " | Edwd. Stotesbury, | " |
| H. A. Du Pont, | " | Edwin F. Smith, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Philadelphia and Reading Terminal R. R. | 9th St., Fairmont Ave. & Broad and Noble Sts., Phila., Pa. | 12th & Market Sts. | P. & R. Ry. Co., | Lease, | 1.30 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $11,358,456 32 | Capital stock, | $8,500,000 00 |
| Cash and current assets, | 1,197 64 | Current liabilities, | 2,744,441 47 |
| | | Real estate mortgages, | 115,212 49 |
| Grand total, | $11,359,653 96 | Grand total, | $11,359,653 96 |

# PHILADELPHIA AND TRENTON RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: June 9, 1832.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Geo. M. Dorrance, | Philadelphia, Pa. | Samuel Rea, | Philadelphia, Pa. |
| N. P. Shortridge, | " | W. H. Barnes, | " |
| A. M. Fox, | " | C. Stuart Patterson, | " |
| Amos R. Little, | " | H. B. Ely, | " |
| John P. Green, | " | W. A. Patton, | " |
| George Wood, | " | Chas. E. Pugh, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John P. Green, | Philadelphia, Pa. |
| Secretary, | James R. McClure, | " |
| Treasurer, | John M. Wood, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Philadelphia and Trenton R. R. | N. J. & Pa State Line in Del. Riv. at Trenton. | Frankford Jct., Phila., Pa. | Penn'a R. R. Co., | | 23.56 |
| | Frankford Jct., Phila., Pa. | Kensington, Phila., Pa. | | | 2.74 |
| Total, | | | | | 26.30 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $5,655,535 96 | Capital stock, | $1,259,100 00 |
| Stocks owned, | 94,655 56 | Current liabilities, | 3,797,369 96 |
| Cash and current assets, | 10 00 | Profit and loss, | 693,553 56 |
| Grand total, | $5,750,023 52 | Grand total, | $5,750,023 52 |

# PICKERING VALLEY RAILROAD COMPANY.

Date of organization: April 3, 1869.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Theodore Voorhees, | Philadelphia, Pa. | L. B. Kaler, | Phoenixville, Pa. |
| J. R. Holman, | Chester Springs, Pa. | Levi Oberholtz, | " |
| James M. Landis, | Philadelphia, Pa. | Horace Latchaw, | Anselma, Pa. |
| Jacob Emery, | Spring City, Pa. | Robert N. Riddle, | Uwchland, Pa. |
| A. M. F. Stiteler, | Uwchland, | Horace Moses, | Chester Springs, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pickering Valley Railroad Co., | Phoenixville, Pa., | Byers, | 11.21 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $481,099 08 | Capital stock, | $95,655 00 |
| Cash and current assets, | 24,441 23 | Funded debt, | 332,300 00 |
| Profit and loss, | 757,209 49 | Current liabilities, | 828,979 54 |
| | | Accrued interest on funded debt not yet payable, | 5,815 26 |
| Grand total, | $1,262,749 80 | Grand total, | $1,262,749 80 |

# PINE CREEK RAILWAY COMPANY.

Operated by New York Central and Hudson River Railroad Company, Lessee.
Date of organization: February 17, 1870.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. K. Vanderbilt, | New York, N. Y. | Anton Hardt, | Wellsboro, Pa. |
| H. McK. Twombly, | " | Geo. F. Baer, | Philadelphia, Pa. |
| C. M. Depew, | " | F. E. Harriman, | " |
| M. E. Olmsted, | Harrisburg, Pa. | Wm. D. Kelley, | " |
| W. H. Newman, | New York, N. Y. | Albert F. Kelly, | " |
| John Magee, | Corning, N. Y. | Charles Miller, | Franklin, Pa. |
| E. V. W. Rossiter, | New York, N. Y. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Marlin E. Olmsted, | Harrisburg, Pa. |
| Vice President, | William H. Newman, | Grand Central Station, N. Y. |
| Secretary, | Dwight W. Pardee, | " " |
| Treasurer, | Edward L. Rossiter, | " " |
| General Counsel, | Marlin E. Olmsted, | Harrisburg, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pine Creek Railway. | Stokesdale Jct., | Newberry Jct., | N. Y. & H. R. R. R. Co. Lessee. | Lease, | 74.98 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $5,456,007 24 | Capital stock, | $1,000,000 00 |
| | | Funded debt, | 3,500,000 00 |
| | | Advances by other companies, | 947,812 91 |
| | | Profit and loss, | 8,194 33 |
| Grand total, | $5,456,007 24 | Grand total, | $5,456,007 24 |

# PITTSBURGH, ALLEGHENY AND McKEES ROCKS RAILROAD COMPANY.

Date of organization: September 25, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. N. Hoffstott, | New York, N. Y. | P. G. Jenks, | Pittsburg, Pa. |
| J. W. Friend, | Pittsburg, Pa. | J. V. Maher, | " |
| A. H. Larkin, | Jersey City, N. J. | S. E. Moore, | " |
| G. E. Macklin, | Pittsburg, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. N. Hoffstott, | Pittsburg, Pa. |
| Vice President, | J. W. Friend, | " |
| Secretary and Treasurer, | P. G. Jenks, | " |
| Auditor, | S. E. Moore, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pittsburg, Allegheny and McKees Rocks Railroad Co. | A point in 9th ward, Allegheny, Pa.; About 1½ miles completed. | A point on P. & L. E. R. R. at McKees Rocks, Pa. | 1.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $10,200 00 | Capital stock, | $75,000 00 |
| Cost of equipment, | 92,796 66 | Current liabilities, | 26,175 65 |
| Cash and current assets, | 51,300 39 | Profit and loss, | 53,123 40 |
| Grand total, | $154,299 05 | Grand total, | $154,299 05 |

# PITTSBURGH AND ALLEGHENY RIVER RAILROAD COMPANY.

Date of organization: December 19, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Frank B. Smith, | Pittsburg, Pa. | N. W. Nolen, | Pittsburg, Pa. |
| Alexander Thomas, | " | John A. Sutton, | " |
| Julius Bieler, | " | Charles E. Clapp, | " |
| John Neely, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Frank B. Smith, | Pittsburg, Pa. |
| Secretary, | Alexander Thomas, | " |
| Treasurer, | Julius Bieler, | " |
| Auditor, | N. W. Nolen, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Park Steel Co., | Sidings around | mill, | | | 2.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $20,478 45 | Capital stock, | $30,000 00 |
| Cost of equipment, | 17,112 51 | Current liabilities, | 56,765 97 |
| Cash and current assets, | 49,175 01 | | |
| Grand total, | $86,765 97 | Grand total, | $86,765 97 |

# PITTSBURG, BESSEMER AND LAKE RAILROAD COMPANY.

Operated by Bessemer and Lake Erie Railroad Company.
Date of organization: December 26, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| L. C. Bihler, | Pittsburg, Pa. | W. N. Frew, | Pittsburg, Pa. |
| E. H. Utley, | " | G. W. Kepler, | " |
| E. H. Gary, | New York, N. Y. | Jabez T. Odell, | New York, N. Y. |
| Thomas Morrison, | Pittsburg, Pa. | D. M. Clemson, | Pittsburg, Pa. |
| N. A. Franks, | Hoboken, N. J. | D. G. Kerr, | " |
| T. H. Given, | Pittsburg, Pa. | Thomas H. Wells, | Youngstown, O. |
| W. W. Blackburn, | " | James H. Reed, | Pittsburg, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. H. Reed, | Pittsburg, Pa. |
| Vice President, | J. T. Odell, | New York, N. Y. |
| Secretary and Treasurer, | G. W. Kepler, | Pittsburg, Pa. |
| Auditor, | William J. Post, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pittsburg, Bessemer and Lake Erie R. R. Co. | N. Bessemer, | Conneaut Harbor. | Bessemer & Lake Erie R. R. | Int. on stock bonds, etc. | 146.32 |
| Pittsburg, Bessemer and Lake Erie R. R. Co. | N. Bessemer, | Near N. Bessemer. | Union R. R., | Leased, | 6.97 |
| Sundry Branches, | | | B. & L. E. R. R. Co. | | 52.69 |
| Meadville, Conneaut Lake and Linesville R. R. Co. | | | B. & L. E. R. R. Co. | Interest on bonds. | 22.79 |
| N. Y. C. & St. L. R. R. | | | B. & L. E. R. R. Co. | Traffic agreement. | 12.40 |
| B. & O. R. R., | | | B. & L. E. R. R. Co. | Traffic agreement. | .50 |
| Total, | | | | | 241.67 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $21,905,626 78 | Capital stock, | $12,000,000 00 |
| Cost of equipment, | 6,295,291 99 | Funded debt, | 15,961,000 00 |
| Profit and loss, | 483,240 96 | Current liabilities, | 722,159 73 |
| Grand total, | $28,684,159 73 | Grand total, | $28,684,159 73 |

# PITTSBURGH AND CASTLE SHANNON RAILROAD COMPANY.

Date of organization: September 21, 1871.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John A. Bell, | Pittsburg, Pa. | A. M. Neeper, | Pittsburg, Pa. |
| F. M. Wallace, | " | S. P. Woodside, | " |
| A. H. Anderson, | " | W. H. Brunt, | " |
| W. R. Woodford, | " | J. B. L. Hornberger, | " |
| F. J. LeMoyne, | " | G. W. Schluederberg, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. L. Robbins, | Pittsburg, Pa. |
| Vice President, | W. R. Woodford, | " |
| Secretary, | F. J. LeMoyne, | " |
| Treasurer, | F. M. Wallace, | " |
| Attorney or General Counsel, | Elliott Rodgers, | " |
| Auditor, | J. B. L. Hornberger, | " |
| Chief Engineer, | E. J. Taylor, | " |
| General Superintendent, | G. W. Schluederberg, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pittsburg and Castle Shannon R. R., | Pittsburg, Pa., | Arlington, Pa., | 6.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $ 330,653 44 | Capital stock, | $481,400 00 |
| Cost of equipment, | 40,516 20 | Funded debt, | 200,000 00 |
| Other permanent investments, | 36,758 37 | Current liabilities, | 118,007 11 |
| Lands owned, | 184,083 39 | Real estate mortgages, | 2,666 66 |
| Live stock, | 5,768 64 | | |
| Cash and current assets, | 52,182 67 | | |
| Other assets: | | | |
| Materials and supplies, | 14,471 36 | | |
| Sundries, | 275 00 | | |
| Profit and loss, | 137,359 70 | | |
| Grand total, | $802,073 77 | Grand total, | $802,073 77 |

# PITTSBURG, CHARTIERS AND YOUGHIOGHENY RAILROAD COMPANY.

Date of organization: October, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| James McCrea, | Pittsburg, Pa. | J. M. Schoonmaker, | Pittsburg, Pa. |
| J. J. Turner, | " | John G. Robinson, | " |
| Edward B. Taylor, | " | W. H. Newman, | New York, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Joseph Wood, | Pittsburg, Pa. |
| Vice President, | Edward B. Taylor, | " |
| Secretary, | R. T. Hill, | " |
| Treasurer, | John Robinson, | " |
| Auditor, | R. T. Hill, | " |
| Superintendent, | J. B. Safford, | " |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Pittsburg, Chartiers and Youghiogheny Railway Co. | McKees Rocks, | Junction with P., C., C. & St. L. Ry., near Carnegie, Pa. | 7.62 |
| | Woodville, | Beechmont, | 4.53 |
| | County Home, | Beadling, | 2.75 |
| | Neville Island Branch | | 4.51 |
| | Branch to P. & L. E. R. R. Station. | | .36 |
| Trackage rights, | Junction with P. C. C. & St. L. Ry, near Carnegie, Pa. | Woodville, | 1.40 |
| | Davis Island, | Neville Island, | .87 |
| Total, | | | 22.04 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,155,101 77 | Capital stock, | $700,000 00 |
| Cost of equipment, | 221,316 35 | Funded debt, | 316,000 00 |
| Cash and current assets, | 227,403 12 | Current liabilities, | 363,566 47 |
| Other assets: | | Real estate mortgages, | 120,000 00 |
| Materials and supplies, | 10,163 15 | Accrued interest on funded debt not yet payable, | 3,160 00 |
| | | Profit and loss, | 101,257 92 |
| Grand total, | $1,613,984 39 | Grand total, | $1,613,984 39 |

# PITTSBURGH, CINCINNATI, CHICAGO AND ST. LOUIS RAILWAY COMPANY.

Date of consolidation: June 10, 1890.

Under laws of what government or state organized: Pennsylvania, Ohio, Indiana and Illinois.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| James McCrea, | Pittsburg, Pa. | Joseph Wood, | Pittsburg, Pa. |
| William H. Barnes, | Philadelphia, Pa. | Briggs S. Cunningham | Cincinnati, O. |
| Samuel S. Dennis, | Newark, N. J. | J. J. Turner, | Pittsburg, Pa. |
| A. J. Cassatt, | Philadelphia, Pa. | Edward B. Taylor, | " |
| Charles E. Pugh, | " | Samuel Rea, | Philadelphia, Pa. |
| John P. Green, | " | E. B. Morris, | " |
| N. P. Shortridge, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | A. J. Cassatt, | Philadelphia, Pa. |
| First Vice President, | James McCrea, | Pittsburg, Pa. |
| Second Vice President, | Joseph Wood, | " |
| Third Vice President, | J. J. Turner, | " |
| Secretary, | S. B. Liggett, | " |
| Treasurer, | T. H. B. McKnight, | " |
| General Counsel, | J. J. Brooks, | " |
| Comptroller, | J. W. Renner, | " |
| Assistant Comptroller, | A. McElevey, | " |
| General Manager, | G. L. Peck, | " |
| Chief Engineer, | Thomas Rodd, | " |
| General Superintendent, | R. E. McCarty, | Columbus, O. |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Pittsburg Division, | Birmingham Station, Pittsburg. | Columbus, O., | 189.42 |
| Indianapolis Division, | Columbus, O., | Indianapolis, Ind., | 187.13 |
| Richmond Div., | Richmond, Ind., | Anoka Jct., Ind., | 102.30 |
| | Rendcomb Jct., O., | Hamilton, Jct., O., | 24.50 |
| | New River Jct., O., | Indianapolis Div. Jct., Ind. | 89.31 |
| Logansport Division, | Bradford, O., | Bernice, Ill., | 204.86 |
| | Peoria Jct., Ind., | Effner, Ind., | 60.19 |
| Chicago Terminal Division, | Bernice, Ill., | Chicago, Ill., | 26.12 |
| Louisville Division, | Indianapolis, Ind., | Jeffersonville, Ind., | 108.40 |
| Burgetts Branch, | Burgettstown, Pa., | Coal Mines, | 1.72 |
| Hickory Branch, | Burgetts Jct., Pa., | Coal Mines, | 4.01 |
| Bridgeville and McDonald Branch, | Bridgeville, Pa., | Rend's Mines, Pa., | 7.81 |
| | Cecil, Pa., | Bishop, | 1.09 |
| New Cumberland Branch, | New Cumberland Jct. W. Va. | Chester, W. Va., | 22.15 |
| Cadiz Branch | Cadiz Jct., O., | Cadiz, O., | 7.85 |
| New Albany Branch, | Jeffersonville, Ind., | New Albany, Ind., | 4.54 |
| Jeffersonville Branch, | Jct. New Albany Br., | Jct. with main line Jeffersonville, Ind. | 1.47 |
| Madison Branch, | Columbus, Ind., | Madison Ind., | 44.90 |
| Cambridge Branch, | Columbus, Ind., | Cambridge City, Ind. | 63.04 |
| Meadow Lands and Zedicker R. R., | Meadow Lands, Pa., | Manifold Mines, Pa. | 3.78 |
| Western Washington R. R., | Houston, Pa., | Midland Coal Mines, | 6.47 |
| Midway and Oakdale Railway, | Midway, Pa., | Shaw Coal Mines, | 1.77 |
| Steubenville Extension, | Union Station, Pbg., | Birmingham Station, Pbg. | 1.23 |
| Little Miami R. R., | Columbus, O., | Cincinnati, O., | 119.35 |
| | Xenia, O., | Springfield, O., | 19.31 |
| | Xenia, O., | Ind. State Line (N. Paris). | 53.34 |
| Cincinnati Street Connecting Railway, | Little Miami R. R., Cin., O. | C., C., C. & St. L., Cincinnati, O. | 2.49 |
| Ohio Connecting Railway, | Jct. with P., C., C. and St. L. Ry., two miles west of Birmingham Sta., Pgh. | Jct. with P., F. W. & C. Ry. at Verner Sta., Allegheny, Pa | 2.01 |
| Sheridan Branch, | Jct. with P., C., C. and St. L. Ry., 2½ miles west of Birmingham Sta. | Jct. with main line of O. C. Ry. | .53 |
| Duff Branch O. C. Ry., | Jct. Sheridan Branch with O. C. Ry. | Jct. with P. C. & Y. Ry. at Duff Station | 2.59 |
| Chartiers Railway, | Carnegie, Pa., | Washington, Pa., | 23.48 |
| Pittsburg, Wheeling & Kentucky R. R., | Wheeling Jct., W.Va. | Benwood, W. Va., | 28.04 |
| Englewood Connecting Railway, | P. C., C. and St. L. Ry., at 59th St., Chicago. | P., F. W. & C. Ry., at 59th St., Chicago | 2.35 |
| Union Depot Tracks, Columbus, O., | E. End Depot Yard, | High St., Col., O., | .25 |
| Union Railway, Indianapolis, Ind., | Terminal Tracks connecting main line with depot. | | 1.01 |
| Lake Erie and Western R. R., | Indianapolis, | Kokomo, Ind., | 54.23 |
| Cincinnati, Hamilton and Dayton Ry., | Hamilton, O., | New River Jct., O., | 1.53 |
| Total, | | | 1,423.50 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $93,251,114 61 | Capital stock, | $52,790,691 44 |
| Cost of equipment, | 10,687,872 84 | Funded debt, | 64,610,024 67 |
| Stocks owned, | 1,761,117 73 | Current liabilities, | 3,503,893 23 |
| Bonds owned, | 757,000 00 | Real estate mortgages, | 162,277 73 |
| Other permanent investments, | 200,000 00 | Deferred liabilities: | |
| Cash and current assets, | 5,305,139 49 | Accrued interest on funded debt not yet payable, | 525,997 06 |
| Other assets: | | Accrued interest on car trust, not yet payable, | 380,837 67 |
| Equipment trust payments, | 8,382,024 67 | Contributions to sinking fund, | 1,743,310 06 |
| Materials and supplies, | 1,898,622 21 | Profit and loss, | 4,396,956 33 |
| Sinking fund, | 4,017,007 24 | | |
| Sundries, | 1,451,429 36 | | |
| Betterments to leased roads and total other assets, | 402,660 04 | | |
| Grand total, | $128,113,988 19 | Grand total, | $128,113,988 19 |

# PITTSBURGH AND CONNELLSVILLE RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: June 11, 1846.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel Bailey, Jr., ... | Pittsburg, Pa. | W. H. Koontz, ..... | Somerset, Pa. |
| T. H. Burns, ..... | Baltimore, Md. | Oscar G. Murray, .... | Baltimore, Md. |
| Charles Donnelly, ..... | Pittsburg, Pa. | W. C. Magee, ..... | Pittsburg, Pa. |
| D. L. Gillespie, ..... | " | D. C. Ripley, ..... | " |
| W. M. Kennedy, ..... | " | John K. Shaw, ..... | Baltimore, Md. |
| W. C. Loree, ..... | " | C. W. Woolford, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Oscar G. Murray, ..... | Baltimore, Md. |
| Vice President, ..... | W. M. Kennedy, ..... | Pittsburg, Pa. |
| Secretary, ..... | C. W. Woolford, ..... | Baltimore, Md. |
| Treasurer, ..... | J. V. McNeal, ..... | " |
| Auditor, ..... | J. L. Kirk, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pittsburg and Connellsville R. R. Co. | Mt. Savage Jct., Md. | Pittsburg, Pa., | Baltimore & Ohio R. R. Co. | Ownership, . | 146.45 |
| Branches & Spurs. | | | | | |
| Hickman Run Branch. | Hickman Run Jct., Pa. | Cora Mines, Pa. | Baltimore & Ohio R. R. Co. | ..... | 2.06 |
| White Creek Branch. | Confluence, Pa. | Unanics, Pa.,... | Baltimore & Ohio R. R. Co. | ..... | 8.30 |
| Brinton Branch, ... | Bessemer, Pa., | Brinton, Pa.,... | Baltimore & Ohio R. R. Co. | ..... | .55 |
| Total, ..... | ..... | ..... | ..... | ..... | 157.38 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $24,291,682 30 | Capital stock, ..... | $1,944,652 50 |
| Stocks owned, ..... | 1,052,239 63 | Funded debt, ..... | 14,000,000 00 |
| Bonds owned, ..... | 1,751,000 00 | Current liabilities, ..... | 24,643,781 13 |
| Lands owned, ..... | 183,116 85 | | |
| Profit and loss, ..... | 13,310,394 85 | | |
| Grand total, ..... | $40,588,433 63 | Grand total, ..... | $40,588,433 63 |

# PITTSBURGH AND EASTERN RAILROAD COMPANY.

Date of organization: January 3, 1895.
Under laws of what government or state organized: Pennsylvania.

NOTE.—On March 30, 1905, this company, together with the Clearfield Southern Railroad Company and the Curwensville and Bower Railroad Company, was consolidated with and became part of the Beech Creek Extension Railroad Company.

# PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: February 26, 1862.
Under laws of what government or state organized: Pennsylvania, Ohio, Indiana and Illinois.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Charles Lanier, ..... | New York, N. Y. | Samuel Rea, ..... | Philadelphia, Pa. |
| George G. Haven, ..... | " | Joseph Wood, ..... | Pittsburg, Pa. |
| William C. Eagleston, | " | Edward B. Taylor, ... | " |
| John S. Kennedy, ..... | " | Henry C. Urner, ..... | Cincinnati, O. |
| A. J. Cassatt, ..... | Philadelphia, Pa. | Charles McCullough,.. | Fort Wayne, Ind. |
| John P. Green, ..... | " | Marshall Field, ..... | Chicago, Ill. |
| James McCrea, ..... | Pittsburg, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Charles Lanier, ..... | 59 Cedar St., New York. |
| Vice President, ..... | George G. Haven, ..... | 30 Nassua St., New York |
| Secretary and Treasurer, ..... | J. B. Upham, ..... | 59 Cedar St., New York. |
| Attorney or General Counsel, ..... | Wheeler H. Peckham,, ..... | 80 Broadway, New York. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pittsburg, Fort Wayne & Chicago Railway Co. | Pittsburg, Pa.. | Chicago, Ill.,... | Pennsylvania Co., | Lease, ..... | 469 89 |

GENERAL BALANCE SHEET

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | [illegible] | Capital stock, | [illegible] |
| Cost of equipment, | [illegible] | Funded debt, | [illegible] |
| Miscellaneous securities, | [illegible] | Current liabilities, | [illegible] |
| Cash and current assets, | 2,[illegible] | Unmatured bonds, | [illegible] |
| Other assets | | Profit and loss, | [illegible] |
| Sinking fund, | [illegible] | | |
| Sundries, | [illegible] | | |
| P. R. R. Co. bonds, paid under article 24 of lease, | 1,[illegible] | | |
| Grand total, | $[illegible] | Grand total, | $[illegible] |

# PITTSBURGH, JOHNSTOWN, EBENSBURG AND EASTERN RAILROAD COMPANY.

Date of organization: October 2, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Samuel P. Langdon, | 302 Pennsylvania Building, Philadelphia, Pa. |
| Samuel B. McDowell, | " " |
| Joseph R. Levan, | " " |
| William W. Allen, | " " |
| John Allen, | " " |
| James C. Long, | " " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel P. Langdon, | 302 Pennsylvania Bldg., Phila. |
| Secretary and Treasurer, | Frank S. Dewees, | " " |
| General Solicitor, | John C. Uhle, | 647 Drexel Building, Phila. |
| Auditor, | Cyrus Hall, | Philipsburg, Pa. |
| General Superintendent, | J. O. Reed, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pittsburg, Johnstown, Ebensburg and Eastern R. R. Co. | W. Philipsburg, Pa., | Fernwood, Pa., | 20.31 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $882,284 22 | Capital stock, | $1,200,300 00 |
| Cost of equipment, | 237,180 85 | Current liabilities, | 6,475 91 |
| Cash and current assets, | 8,379 73 | | |
| Other assets: | | | |
| Materials and supplies, | 5,021 26 | | |
| Sundries, | 63,533 85 | | |
| Profit and loss, | 10,376 00 | | |
| Grand total, | $1,206,775 91 | Grand total, | $1,206,775 91 |

# PITTSBURGH JUNCTION RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: August 6, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| George C. Jenkins, | Baltimore, Md. | W. C. Loree, | Wheeling, W. Va. |
| Robert Finney, | Pittsburg, Pa. | Johns McCleave, | Pittsburg, Pa. |
| W. M. Kennedy, | " | C. W. Woolford, | Baltimore, Md. |
| Thomas M. King, | New York, N. Y. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pittsburg Junction R. R. Main Line. | Laughlin Jct., Pa. | Willow Grove, Pa. | Baltimore & Ohio R. R. Co. | Ownership, | 4.50 |
| River Branch, | 36th St., Pittsburg, Pa. | 9th St., Pittsburg, Pa. | Baltimore & Ohio R. R. Co. | Ownership, | 2.10 |
| Total, | | | | | 6.60 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $49,571,158 69 | Capital stock, | $50,717,185 71 |
| Cost of equipment, | 12,720,207 58 | Funded debt, | 12,410,000 00 |
| Miscellaneous securities, | 680,967 41 | Current liabilities, | 1,954,934 53 |
| Cash and current assets, | 2,043,771 96 | Unsurrendered bonds, | 1,100,000 00 |
| Other assets: | | Profit and loss, | 11,363,225 53 |
| Sinking fund, | 10,960,515 34 | | |
| Sundries, | 468,724 84 | | |
| P. R. R. Co. bonds, paid under article 2d of lease, | 1,100,000 00 | | |
| Grand total, | $77,545,345 82 | Grand total, | $77,545,345 82 |

# PITTSBURGH, JOHNSTOWN, EBENSBURG AND EASTERN RAILROAD COMPANY.

Date of organization: October 2, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Samuel P. Langdon, | 302 Pennsylvania Building, Philadelphia, Pa. |
| Samuel B. McDowell, | " " |
| Joseph R. Levan, | " " |
| William W. Allen, | " " |
| John Allen, | " " |
| James C. Long, | " " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel P. Langdon, | 302 Pennsylvania Bldg., Phila. |
| Secretary and Treasurer, | Frank S. Dewees, | " " |
| General Solicitor, | John C. Uhle, | 647 Drexel Building, Phila. |
| Auditor, | Cyrus Hall, | Philipsburg, Pa. |
| General Superintendent, | J. O. Reed, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pittsburg, Johnstown, Ebensburg and Eastern R. R. Co. | W. Philipsburg, Pa., | Fernwood, Pa., | 20.31 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $882,284 22 | Capital stock, | $1,200,300 00 |
| Cost of equipment, | 237,180 85 | Current liabilities, | 6,475 91 |
| Cash and current assets, | 8,379 73 | | |
| Other assets: | | | |
| Materials and supplies, | 5,021 26 | | |
| Sundries, | 63,533 85 | | |
| Profit and loss, | 10,376 00 | | |
| Grand total, | $1,206,775 91 | Grand total, | $1,206,775 91 |

# PITTSBURGH JUNCTION RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: August 6, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| George C. Jenkins, | Baltimore, Md. | W. C. Loree, | Wheeling, W. Va. |
| Robert Finney, | Pittsburg, Pa. | Johns McCleave, | Pittsburg, Pa. |
| W. M. Kennedy, | " | C. W. Woolford, | Baltimore, Md. |
| Thomas M. King, | New York, N. Y. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pittsburg Junction R. R. Main Line. | Laughlin Jct., Pa. | Willow Grove, Pa. | Baltimore & Ohio R. R. Co. | Ownership, | 4.50 |
| River Branch, | 36th St., Pittsburg, Pa. | 9th St., Pittsburg, Pa. | Baltimore & Ohio R. R. Co. | Ownership, | 2.10 |
| Total, | | | | | 6.60 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $3,669,093 34 | Capital stock, | $1,940,000 00 |
| Cost of equipment, | 79,860 35 | Funded debt, | 1,740,000 00 |
| Stocks owned, | 200,000 00 | Current liabilities, | 172,606 49 |
| Cash and current assets, | 33,746 80 | Profit and loss, | 130,094 00 |
| Grand total, | $3,982,700 49 | Grand total, | $3,982,700 49 |

# PITTSBURGH AND LAKE ERIE RAILROAD COMPANY.

Date of organization: May 18, 1875.
Under laws of what government or state organized: Pennsylvania and Ohio.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. K. Vanderbilt, | New York, N. Y. | John G. Robinson, | Pittsburg, Pa. |
| F. W. Vanderbilt, | " | M. W. Watson, | " |
| H. McK. Twombly, | " | Henry Hice, | Beaver, Pa. |
| J. P. Morgan, | " | D. Leet Wilson, | Pittsburg, Pa. |
| Wm. Rockefeller, | " | John B. Jackson, | " |
| J. M. Schoonmaker, | Pittsburg, Pa. | George E. Shaw, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | William H. Newman, | New York, N. Y. |
| Vice President, | J. M. Schoonmaker, | Pittsburg, Pa. |
| Secretary and Treasurer, | John G. Robinson, | " |
| Attorney or General Counsel, | Reed, Smith, Shaw & Beal, | " |
| Auditor, | E. H. Kennedy, | " |
| Assistant Auditor, | A. P. Bixler, | " |
| General Manager, | J. M. Schoonmaker, | " |
| Chief Engineer, | J. A. Atwood, | " |
| General Superintendent, | J. B. Yohe, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pittsburg and Lake Erie R. R., | Pittsburg, Pa., | Youngstown, O., | 68.00 |
| New Castle Branch, | New Castle, Pa., | New Castle, Pa., | 2.93 |
| Lowellville Branch, | Lowellville, O., | Bentley, O., | .38 |
| Lake Shore Branch, | Haselton, O., | Lake Shore Jct., Pa., | 1.23 |
| Mahoning State Line R. R., | Bentley, O., | Shaw Jct., Pa., | 3.07 |
| Ellwood Connecting R. R., | West Ellwood Jct., Pa. | North End Bridge, Pa. | .68 |
| Pittsburg, McKeesport and Youghiogheny R. R. | Pittsburg, Pa., | New Haven, Pa., | 56.95 |
| Monongahela Division, | Reynoldton, Pa., | Brownsville Jct., Pa., | 38.80 |
| Beaver and Ellwood R. R., | Elwood Jct., Pa., | Elwood City, Pa., | 2.91 |
| Elwell Run Branch, | Whitsett Jct., Pa., | Washington Mines, Pa. | 5.01 |
| Dickerson Run Branch, | Dickerson Run, Pa., | Vanderbilt, Pa., | 4.47 |
| Speers Run Branch, | | | 1.99 |
| Downers Run Branch, | | | .91 |
| Broadford Branch, | | | .45 |
| West Youghiogheny Branch, | | | .19 |
| Dawson, Broadford and Mt. Pleasant Railroad. | | | .81 |
| Youghiogheny Northern Railway, | | | 1.92 |
| Total, | | | 190 70 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $10,267,972 45 | Capital stock, | $10,000,000 00 |
| Cost of equipment, | 6,641,960 92 | Funded debt, | 4,000,000 00 |
| Stocks owned, | 911,236 66 | Current liabilities, | 2,941,065 03 |
| Bonds owned, | 22,570 00 | Real estate mortgages, | 22,500 00 |
| Cash and current assets, | 5,271,251 40 | Profit and loss, | 6,642,772 37 |
| Other assets: | | | |
| Materials and supplies, | 491,344 97 | | |
| Grand total, | $23,606,337 40 | Grand total, | $23,606,337 40 |

# PITTSBURGH, LISBON AND WESTERN RAILROAD COMPANY.

Date of organization: November 15, 1902.
Under laws of what government or state organized: Ohio and Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. H. Akens, | New Castle, Pa. | James I. Kernaghan, | 31 Nassua St., N. Y. |
| William S. Alley, | 45 Broadway, N. Y. | Ira F. Mansfield, | Beaver, Pa. |
| N. B. Billingsley, | Lisbon, O. | John Slade, | 66 Broadway, N. Y. |
| J. W. Clark, | " | W. L. Smith, | East Liverpool, O. |
| George B. Harvey, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | N. B. Billingsley, | Lisbon, Ohio. |
| Vice President, | John Slade, | 66 Broadway, N. Y. |
| Secretary, | R. M. Taylor, | Youngstown, Ohio. |
| Treasurer, | H. B. Henson, | 195 Broadway, N. Y. |
| General Counsel, | Billingsly, Taylor & Clark, | Lisbon, Ohio. |
| Auditor, | W. M. Bonar, | Wabash Sta., Pittsburg. |
| Chief Engineer, | James Hanlon, | Lisbon, Ohio. |
| Superintendent, | K. E. Barringer, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pittsburg, Lisbon and Western Railroad, | New Galilee, Pa., | Lisbon, O., | 25.00 |
| | Salem, O., | Washingtonville, O., | 6.92 |
| Cannelton Coal Railroad, | Cannelton Jct., Pa., | Sterling Mine, Pa., | 3.00 |
| Total, | | | 34.92 |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. L. Robbins, | Pittsburg, Pa. |
| Vice President, | W. R. Woodford, | " |
| Secretary, | F. J. Le Moyne, | " |
| Treasurer, | F. M. Wallace, | " |
| Attorney or General Counsel, | Elliott Rodgers, | " |
| Auditor, | J. B. L. Hornberger, | " |
| Assistant Auditor, | S. C. Gailey, | " |
| Chief Engineer, | E. J. Taylor, | " |
| Superintendent, | F. H. Stark, | Coraopolis, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pittsburg and Moon Run R. R. Co., | Groveton, Pa., | Moon Run, Pa., | 5.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $182,264 99 | Capital stock, | $100.000 00 |
| Cost of equipment, | 15,256 13 | Funded debt, | 100,000 00 |
| Unfinished improvements authorized, | 2,733 80 | Current liabilities, | 6,002 66 |
| Right of way, | 6 81 | Profit and loss, | 28,004 46 |
| Cash and current assets, | 32,917 39 | | |
| Other assets: | | | |
| Materials and supplies, | 328 00 | | |
| Grand total, | $234,007 12 | Grand total, | $234,007 12 |

# PITTSBURGH AND NORTHERN RAILROAD COMPANY,

Operated by Baltimore and Ohio Railroad Company.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| B. W. Duer, | Pittsburg, Pa. | W. C. Loree, | Wheeling, W. Va. |
| Robert Finney, | " | E. A. Peck, | New Castle, Pa. |
| W. M. Kennedy, | " | C. W. Woolford, | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pittsburg & Northern R. R. and Evergreen Railway. | Bennetts, Pa., | Brookfield, Pa., | B. & O. R. R. Co., | Ownership, | 3.30 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $150,000 00 | Capital stock, | $150,000 00 |
| Profit and loss, | 61,441 37 | Current liabilities, | 61,441 37 |
| Grand total, | $211,441 37 | Grand total, | $211,441 37 |

# PITTSBURGH AND OHIO VALLEY RAILROAD COMPANY.

Date of organization: December 5, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. P. Palmer, | Chicago, Ill. | William L. Hirsch, | Pittsburg, Pa. |
| J. S. Keefe, | " | R. McMillan, | " |
| G. W. Jewett, | Pittsburg, Pa. | J. W. Carpenter, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. L. Miller, | Pittsburg, Pa. |
| Vice President, | J. W. Carpenter, | " |
| Secretary, | A. F. Allen, | Chicago, Ill. |
| Treasurer, | S. L. Neely, | Pittsburg, Pa. |
| General Manager, | W. P. Palmer, | Chicago, Ill. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Pittsburg and Ohio Valley Ry. Co., .... | Tracks at ..... | Allegheny, Pa., ..... | 1.18 |
| Pittsburg and Ohio Valley Ry. Co., .... | Tracks at ..... | Neville Island, Pa.,... | 11.91 |
| Total, ..... | ..... | ..... | 13.09 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $162,126 95 | Capital stock, ..... | $60,000 00 |
| Cash and current assets, ..... | 34,502 70 | Current liabilities, ..... | 131,626 56 |
| Other assets: | | Profit and loss, ..... | 7,984 09 |
| Materials and supplies, ..... | 2,981 00 | | |
| Grand total, ..... | $199,610 65 | Grand total, ..... | $199,610 65 |

# PITTSBURG, SHAWMUT AND NORTHERN RAILROAD COMPANY.

Under laws of what government or state organized: New York and Pennsylvania.
Date of charter: August 1, 1899.

DIRECTORS.

| Names. | Official Address. | Names | Official Address. |
|---|---|---|---|
| John Byrne, ..... | New York, N. Y . | George C. Atkins, .... | New York, N. Y. |
| Frank H. Davis, ..... | " | Lewis F. Wilson, ..... | " |
| Charles E. Barrett, .... | " | Frank S. Smith, ..... | Angelica, Pa. |
| H. M. Gough, ..... | " | Newell C. Knight, .... | Chicago, Ill. |
| George B. Sheppard,... | " | Edwin E. Tait, ..... | Bradford, Pa. |
| Frederick W. Frost, ... | " | William W. Clark, .... | Wayland, N. Y. |
| Frederic H. Ridgway,.. | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, ..... | John Byrne, ..... | 45 Wall St., New York. |
| President, Acting, ..... | Frank Sullivan Smith, ..... | 54 Wall St., New York. |
| Vice President, ..... | Frank Sullivan Smith, ..... | " " |
| Secretary, ..... | Lewis F. Wilson, ..... | " " |
| Treasurer, ..... | Harry M. Gough, ..... | 45 Wall St., New York. |
| General Counsel, ..... | Frank Sullivan Smith, ..... | 54 Wall St., New York. |
| Comptroller, ..... | Henry S. Hastings, ..... | St. Marys, Pa. |
| Auditor, ..... | Henry S. Hastings, ..... | " |
| General Superintendent, ..... | A. M. Lane, ..... | " |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Pittsburg, Shawmut and Northern Railroad Co. | Hyde, Pa., | Wayland, N. Y., | 135.70 |
| Mt. Jewett and Smethport Division, | Mt. Jewett, Pa., | Kasson, Pa., | 9.90 |
| Olean Division, | Olean, N. Y., | Olean Jct., N. Y., | 9.10 |
| Kersey Railroad, | Paines Jct., Pa., | Cardiff, Pa., | 11.90 |
| Clarion River Railway, | Croyland, Pa., | Hallton, Pa., | 12.00 |
| Rochester, Hornellsville and Lackawanna Railroad. | Hornellsville Jct., N. Y. | Hornellsville Main St. N. Y. | 10.28 |
| Erie Railroad, | Hyde, Pa., | Shawmut, Pa., | 4.85 |
| | Brockport, Pa., | Brockwayville, Pa., | 3.97 |
| Pennsylvania Railroad, | Corryville, Pa., | S. N. Tower, N. Y., | 11.10 |
| Total, | | | 208.80 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $13,018,486 21 | Capital stock, | $11,700,000 00 |
| Cost of equipment, | 637,946 58 | Funded debt, | 7,173,358 18 |
| Stocks owned, | 4,950,000 00 | Current liabilities, | 1,065,859 41 |
| Cash and current assets, | 868,948 92 | Accrued interest on funded debt not yet payable, | 112,076 67 |
| Other assets: Materials and supplies, | 76,079 80 | | |
| Interest not due on Car Trust notes, | 2,036 32 | | |
| Profit and loss, | 497,796 43 | | |
| Grand total, | $20,051,294 26 | Grand total, | $20,051,294 26 |

# PITTSBURG, SUMMERVILLE AND CLARION RAILROAD COMPANY.

Date of organization: December 29, 1904.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Chas. F. Heidrick, | Brookville, Pa. | J. A. Haven, | Summerville, Pa. |
| R. M. Matson, | " | A. L. Cole, | Du Bois, Pa. |
| J. Q. Heidrick, | " | M. I. McCreight, | " |
| Theo. L. Wilson, | Clarion, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Chas. F. Heidrick, | Clarion, Pa. |
| Secretary, | A. L. Cole, | " |
| Treasurer, | John Q. Heidrick, | " |
| General Solicitor, | A. L. Cole, | " |
| Attorney or General Counsel, | Theo. L. Wilson, | " |
| Auditor, | L. F. Dorr, | " |
| Chief Engineer, | J. F. Arthurs, | " |
| General Superintendent, | Daniel Nolan, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| P. S. & C. R. R., | Summerville, | Clarion, | 15.40 |
| P. S. and Mill Creek Branch, | Strattonville, | Mill Creek, | 3.12 |
| Total, | | | 18.52 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, | $936,990 15 | Capital stock, | $500,000 00 |
| Cash and current assets, | 7,885 21 | Current liabilities, | 400,351 60 |
| Profit and loss, | 930 36 | Due P. R. R. Co. in yearly payments, | 41,000 00 |
| | | Due stockholders, | 54,454 12 |
| Grand total, | $995,805 72 | Grand total, | $995,805 72 |

# PITTSBURGH, VIRGINIA AND CHARLESTON RAILWAY COMPANY.

(For nine months ending March 31, 1905.)

Operated by Pennsylvania Railroad Company.

Date of organization: October 14, 1868.

Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, | Philadelhia, Pa. | W. A. Patton, | Philadelphia, Pa. |
| Effingham B. Morris, | " | Charles E. Pugh, | " |
| John P. Green, | " | Charles E. Speer, | Pittsburg, Pa. |
| N. P. Shortridge, | " | A. W. Mellon, | " |
| T. DeWitt Cuyler, | " | George V. Lawrence, | Monongahela City, Pa. |
| George Wood, | " | Charles L. Taylor, | Pittsburg, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel Rea, | Philadelphia, Pa. |
| Vice President, | W. H. Barnes, | " |
| Secretary, | F. W. Schwarz, | " |
| Treasurer, | Taber Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pittsburg, Virginia and Charleston Railway. | Pittsburg, Pa. | West Brownsville, Pa. | Penna. R. R. Co. | | 53.20 |
| Branches, | | | | | 44.86 |
| Total, | | | | | 98.06 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $12,082 422 50 | Capital stock, | $6,000,000 00 |
| Construction suspense account, | 221,615 30 | Funded debt, | 6,200,000 00 |
| Cash and current assets, | 316,048 02 | Current liabilities, | 223,049 30 |
| | | Real estate mortgages, | 75,000 00 |
| | | Accrued interest on funded debt not yet payable, | 100,000 00 |
| | | Dividend scrip, | 309 00 |
| | | Profit and loss, | 871,728 02 |
| Grand total, | $12,570,086 32 | Grand total, | $12,570,086 32 |

# PITTSBURGH AND WESTERN RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: January 28, 1902.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| D. C. Byers, | Pittsburg, Pa. | Johns McCleave, | Pittsburg, Pa. |
| Robert Finney, | " | W. C. Loree, | Wheeling, W. Va. |
| W. M. Kennedy, | " | C. W. Woolford, | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Pittsburg & Western R. R., standard gauge. | Spencer St., Allegheny, Pa. | Bennetts, Pa., | B. & O. R. R. Co. | Ownership, | 5.65 |
| | Pine Creek, | E. End N. C. Jct. Yd. | B. & O. R. R. Co. | | 48.73 |
| | E. End N. C. Jct. Yd. | W. End N. C. Jct. Yd. | B. & O. R. R. Co. | | 1.99 |
| | West End N. C. Jct. | Division street, New Castle, Pa. | B. & O. R. R. Co. | | 2.23 |
| | Callery Jct., | Butler, Pa., | B. & O. R. R. Co. | | 13.90 |
| | Butler, Pa. | Foxburg, Pa., | B. & O. R. R. Co. | | 30.16 |
| | Harmony Jct., Pa. | Ribald Jct., Pa. | B. & O. R. R. Co. | | 8.08 |
| Branches & Spurs, Narrow Gauge. | Tusco, Pa., | Crothers, Pa., | | | 5.80 |
| Main Line, | Foxburg, Pa., | Mt. Jewett, Pa. | | | 92.82 |
| Branches & spurs, | Kane Jct., Pa., | Kane, Pa., | | | .35 |
| | Clarion Jct., | Clarion, Pa., | | | 1.07 |
| Trackage Rights. | | | | | |
| West Penn R. R., | Bennetts, Pa. | Pine Creek, Pa. | | | .64 |
| Penn'a Company, | Division street, New Castle, Pa. | Union Station, New Castle, Pa. | | | 6.53 |
| Total, | | | | | 217.99 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $27,672,749 66 | Capital stock, | $13,500,000 00 |
| Bonds owned, | 300,000 00 | Funded debt, | 13,800,000 00 |
| | | Current liabilities, | 672,749 66 |
| Grand total, | $27,972,749 66 | Grand total, | $27,972,749 66 |

# PITTSBURG, YOUNGSTOWN AND ASHTABULA RAILROAD COMPANY.

Operated by Pennsylvania Company.
Date of organization: August 17, 1887.
Under laws of what government or state organized: Ohio and Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| James McCrea, | Pittsburg, Pa. | Caleb B. Wick, | Youngstown, Ohio. |
| Joseph Wood, | " | W. Scott Bonnell, | " |
| J. J. Turner, | " | J. G. Butler, Jr., | " |
| Benjamin Thaw, | " | Thaddeus E. Hoyt, | Ashtabula, Ohio. |
| John P. Green, | Philadelphia, Pa. | Wm. H. Morrison, | " |
| James D. Hancock, | Franklin, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | James McCrea, | Pittsburg, Pa. |
| Vice President, | Joseph Wood, | " |
| Secretary, | S. B. Liggett, | " |
| Treasurer, | T. H. B. McKnight, | " |
| Auditor, | John W. Renner, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pittsburg, Youngstown and Ashtabula R. R. | Kenwood, Pa., | Ashtabula Harbor. | Pennsylvania Co., | Lease, | 99.00 |
| Alliance Branch, | Niles, O., | Alliance Jct., Ohio. | Pennsylvania Co., | | 24.90 |
| Canfield Branch, | Jct. near Hasleton, O. | Tube Works, O. | Pennsylvania Co., | | 1.19 |
| Total, | | | | | 125.09 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $5,398,341 58 | Capital stock, | $3,033,341 58 |
| Cost of equipment, | 697,000 00 | Funded debt, | 3,062,000 00 |
| Cash and current assets, | 1,414 50 | Current liabilities, | 11,851 67 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 50,516 67 |
| Sundries, | 36,500 82 | | |
| Profit and loss, | 24,453 02 | | |
| Grand total, | $6,157,709 92 | Grand total, | $6,157,709 92 |

# PLYMOUTH RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 18, 1836.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| James S. Boyd, | Norristown, Pa. | Richard Dale, | 1215 Spruce St., Phila. |
| Elbridge McFarland, | " | C. Howard Colket, | 519 Drexel Bldg., Phila. |
| Elwood Rhoads, | " | James Tracy, | Conshohocken, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | W. S. Wilson, ..... | 610 Mariner and Merchant Bldg., Phila., Pa. |
| Secretary and Treasurer, ..... | C. C. Wilson, ..... | 610 Mariner and Merchant Bldg., Phila., Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Plymouth, ..... | Conshohocken, . | Oreland, ..... | Phila. & Reading Railway Co. | Lease, ..... | 8.94 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $286,545 19 | Capital stock, ..... | $12,050 00 |
| | | Philadelphia, Germantown and Norristown R. R. Co., ..... | 274,495 19 |
| Grand total, ..... | $286,545 19 | Grand total, ..... | $286,545 19 |

# POMEROY AND NEWARK RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: December 29, 1881.
Under laws of what government or state organized: Pennsylvania and Delaware.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Amos R. Little, ..... | Philadelphia, Pa. | N. P. Shortridge, .... | Philadelphia, Pa. |
| Wm. A. Patton, ..... | " | George Wood, ..... | " |
| Samuel Rea, ..... | " | T. M. Storb, ..... | Downingtown, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John P. Green, | Philadelphia, Pa. |
| Secretary and Treasurer, | E. H. Pyle, | " |
| Assistant Secretary, | A. J. County, | " |
| Assistant Secretary, | K. S. Green, | " |
| Chief Engineer, | W. H. Brown, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Pomeroy and Newark Railroad Co. | Pomeroy, Pa., | Newark, Del., | Penna. R. R. Co., | Lease, | 26.70 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | 502,206 25 | Capital stock, | $500,000 00 |
| Construct susp., | 10 25 | Current liabilities, | 311,928 79 |
| Profit and loss, | 309,712 29 | | |
| Grand total, | $811,928 79 | Grand total, | $811,928 79 |

# PORTLAND AND NORTHERN RAILWAY COMPANY.

Date of organization: December 27, 1901.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. K. P. Hall, | Ridgway, Pa. | B. T. Darr, | St. Marys, Pa. |
| H. R. Hyde, | " | E. H. Heath, | " |
| G. C. Simons, | St. Marys, Pa. | J. B. Robertson, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. K. P. Hall, | Ridgway, Pa. |
| Vice President, | H. R. Hyde, | " |
| Secretary and Treasurer, | G. C. Simons, | St. Marys, Pa. |
| General Manager, | H. R. Hyde, | Ridgway, Pa. |
| Chief Engineer, | E. L. Willard, | St. Marys, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Portland and Northern Railway Co., | A point on the Clarion River R. R. near Portland Mills, Elk Co., Pa. | A point in Highland Twp., Elk Co., Pa., on Warrant 1799. | 12.25 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $66,811 51 | Capital stock, | $41,000 00 |
| Cost of equipment, | 1,142 73 | Current liabilities, | 16,923 02 |
| Cash and current assets, | 2,168 93 | Profit and loss, | 12,200 15 |
| Grand total, | $70,123 17 | Grand total, | $70,123 17 |

# QUAKERTOWN AND EASTERN RAILROAD COMPANY.

Date of organization: July 6, 1896.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John Jameson, | Quakertown, Pa. | John J. Ott, | Pleasant Valley, Pa. |
| H. H. Souder, | " | Henry S. Mill, | Springtown, Pa. |
| Jas. H. Shelly, | Richlandtown, Pa. | Henry S. Funk, | " |
| David A. Flenck, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | John Jameson, | Quakertown, Pa. |
| President, | John Jameson, | " |
| Secretary, | H. S. Funk, | Springtown, Pa. |
| Treasurer, | Jas. H. Shelly, | Richlandtown, Pa. |
| General Manager, | Jas. G. Ruth, | Quakertown, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Quakertown and Eastern R. R. Co., | Quakertown, Pa., | Rieglesville, Pa., | 15.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $379,790 49 | Capital stock, | $180,000 00 |
| Cost of equipment, | 10,618 72 | Funded debt, | 180,000 00 |
| Lands owned, | 1,345 00 | Current liabilities, | 55,495 83 |
| Cash and current assets, | 8,835 97 | | |
| Other assets: | | | |
| Materials and supplies, | 110 00 | | |
| Profit and loss, | 14,795 65 | | |
| Grand total, | $415,495 83 | Grand total, | $415,495 83 |

# QUEMAHONING BRANCH RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| A. W. Black, | Allegheny, Pa. | J. R. McGinley, | Pittsburg, Pa. |
| Robt. Finney, | Pittsburg, Pa. | Oscar G. Murray, | Baltimore, Md. |
| S. K. Harris, | " | C. W. Woolford, | " |
| W. M. Kennedy, | " | | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Quemahoning Br. Railroad, | Quemahoning Jct., Pa. | Boswell, Pa., | Baltimore & Ohio R. R. Co. | Ownership, | 15.41 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $397,791 46 | Capital stock, | $250,000 00 |
| | | Current liabilities, | 147,791 46 |
| Grand total, | $397,791 46 | Grand total, | $397,791 46 |

# READING BELT RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Co.
Date of organization: April 9, 1900.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, | Philadelphia, Pa. | W. A. Church, | Philadelphia, Pa. |
| Theodore Voorhees, | " | J. H. Loomis, | " |
| C. E. Henderson, | " | E. F. Smith, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Reading Belt Railroad Co. | Around the city of Reading, Pa. | | P. & R. Ry. Co., | Lease, | 7.38 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,724,867 08 | Capital stock, | $750,000 00 |
| Cash and current assets, | 10,060 98 | Funded debt, | 750,000 00 |
| | | Current liabilities, | 224,928 06 |
| | | Accrued interest on funded debt not yet payable, | 10,000 00 |
| Grand total, | $1,734,928 06 | Grand total, | $1,734,928 06 |

# READING AND COLUMBIA RAILROAD COMPANY.

Date of organization: May 19, 1857.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Theodore Voorhees, | Philadelphia, Pa. | H. L. Haldeman, | Chickies, Pa. |
| C. E. Henderson, | " | Wm. N. Apple, | Lancaster, Pa. |
| D. Jones, | " | B. H. Bail, | " |
| Matthan Harbster, | Reading, Pa. | Edwin F. Smith, | " |
| B. F. Heistand, | Marietta, Pa. | J. S. Harris, | " |
| Jno. F. Baumgardner, | Lancaster, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |
| General Superintendent, | A. T. Dice, | Reading, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Reading and Columbia R. R. Co., | Sinking Springs, Pa., | Columbia, Pa. | 39.60 |
| Lancaster Branch, | Lancaster Jct., Pa., | Lancaster, Pa. | 7.86 |
| Lebanon Branch, | Manheim, Pa., | Mount Hope, Pa., | 5.91 |
| Reading, Marietta and Hanover R. R., | Marietta Jct., Pa., | Chickies, Pa., | 6.36 |
| Total, | | | 59.73 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,360,397 07 | Capital stock, | $958,373 09 |
| Cost of equipment, | 41,508 92 | Funded debt, | 2,000,000 00 |
| Cash and current assets, | 61,091 98 | Current liabilities, | 1,298,365 29 |
| Other assets: | | Real estate mortgages, | 5,000 00 |
| Materials and supplies, | 9,497 83 | Accrued interest on funded debt not yet payable, | 17,000 00 |
| Profit and loss, | 1,806,242 58 | | |
| Grand total, | $4,278,738 38 | Grand total, | $4,278,738 38 |

# READING, MARIETTA AND HANOVER RAILROAD COMPANY.

Operated by Reading and Columbia Railroad Company.
Date of organization: February 25, 1882.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. E. Henderson, | Philadelphia, Pa. | W. G. Brown, | Philadelphia, Pa. |
| B. H. Ball, | " | James M. Landis, | " |
| Joseph S. Harris, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Reading, Marietta and Hanover R. R. | Marietta Jct., | Chickies, Pa., | Reading and Columbia R. R. | | 6.36 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $332,587 11 | Capital stock, | $250,000 00 |
| | | Current liabilities, | 82,587 11 |
| Grand total, | $332,587 11 | Grand total, | $332,587 11 |

# REYNOLDSVILLE AND FALLS CREEK RAILROAD COMPANY.

Date of organization: January 11, 1897.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| A. G. Yates, | Rochester, N. Y. | J. S. Hammond, | Reynoldsville, Pa. |
| W. G. Oakman, | New York, N. Y. | F. M. Brown, | " |
| A. Iselin, Jr., | " | F. H. Beck, | " |
| J. H. Hocart, | " | John Reed, | " |
| C. O'D. Iselin, | " | C. N. Lewis, | " |
| Ernest Iselin, | " | B. M. Clark, | " |
| L. W. Robinson, | Punxsutawney, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President and General Manager, | L. W. Robinson, | Reynoldsville, Pa. |
| Vice President, | A. G. Yates, | Rochester, N. Y. |
| Secretary and Attorney, | B. M. Clark, | Punxsutawney, Pa. |
| Treasurer and Auditor, | J. F. Dinkey, | Rochester, N. Y. |
| Chief Engineerr, | V. R. Pratt, | Reynoldsville, Pa. |

PROPERTY OPERATETD.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Reynoldsville and Falls Creek R. R. Co., | Falls Creek, Pa., | Reynoldsville, Pa. | 10.87 |
| | Soldier Run Jct., | Bloomsburg Mine, | 3.23 |
| | Rathmel, | Henry Mine, | .58 |
| | Falls Creek Jct., | Rochester Mine, | .92 |
| | Rochester Mine, | London Mine, | .22 |
| | Rathmel, | Virginia Mine, | 1.14 |
| | Rathmel, | Maplewood Mine, | 1.00 |
| | Rathmel, | Rathmel Mine, | .34 |
| | Reynoldsville, | Wishaw Mine, | 4.96 |
| | Sandy Valley, | Sherwood No. 2 Mine, | .30 |
| Total, | | | 23.06 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $343,927 58 | Capital stock, | $200,000 00 |
| Cost of equipment, | 20,125 00 | Funded debt, | 170,000 00 |
| Cash and current assets, | 201,196 46 | Current liabilities, | 1,694 40 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 5,100 00 |
| Materials and supplies, | 878 00 | Accrued taxes not yet payable, | 970 07 |
| | | Profit and loss, | 188,362 57 |
| Grand total, | $566,127 04 | Grand total, | $566,127 04 |

# RIDGWAY AND CLEARFIELD RAILROAD COMPANY.

Operated by Pennsylvania Railroad Co.
Date of organization: April 20, 1882.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, | Philadelphia, Pa. | N. P. Shortridge, | Philadelphia, Pa. |
| Jno. P. Green, | " | Fletcher Coleman, | Williamsport, Pa. |
| W. A. Patton, | " | Geo. Wood, | Philadelphia, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel Rea, | Philadelphia, Pa. |
| Secretary, | F. W. Schwarz, | " |
| Treasurer, | J. S. Vanzandt, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Ridgway & Clearfield Railroad. | Ridgway, Pa., | Falls Creek, Pa. | Penn'a R. R. Co., | Lease, | 27.15 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $988,179 57 | Capital stock, | $491,000 00 |
| Cash and current assets, | 12,470 99 | Funded debt, | 491,000 00 |
| | | Accrued interest on funded debt not yet payable, | 4,091 67 |
| | | Profit and loss, | 14,558 89 |
| Grand total, | $1,000,650 56 | Grand total, | $1,000,650 56 |

# ROGERS RAILROAD COMPANY.

Date of organization: May 12, 1902.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| B. W. Rogers, | Warren, Pa. | K. P. Rogers, | Warren, Pa. |
| Alsen Rogers, | " | Geo. R. Brown, | " |
| J. H. DeFrees, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | B. W. Rogers, | Warren, Pa. |
| First Vice President, | Alson Rogers, | " |
| Secretary and Treasurer, | J. H. DeFreas, | " |
| General Manager, | J. H. DeFreas, | " |

PROPERTY OPERATETD.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Rogers Railroad, | Rogers Mill, | Stoneham, | 2.72 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $7,898 37 | Capital stock, | $12,000 00 |
| Cost of equipment, | 8,900 00 | Funded debt, | 5,000 00 |
| Cash and current assets, | 558 51 | Accrued interest on funded debt not yet payable, | 114 17 |
| | | Profit and loss, | 242 71 |
| Grand total, | $17,356 88 | Grand total, | $17,356 88 |

# RUPERT AND BLOOMSBURG RAILROAD COMPANY.

Date of organizataion: December 31, 1888.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Chas. Heebner, | Philadelphia, Pa. | W. G. Brown, | Philadelphia, Pa. |
| W. R. Taylor, | " | James M. Landis, | " |
| R. M. Oberteufer, | " | Richard Tull, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Gorge F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Rupert & Bloomsburg Railroad. | Rupert, Pa., | Bloomsburg, Pa. | | | 1.57 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $58,241 78 | Capital stock, | $50,000 00 |
| Cash and current assets, | 6,051 70 | Current liabilities, | 32,135 93 |
| Profit and loss, | 17,842 45 | | |
| Grand total, | $82,135 93 | Grand total, | $82,135 93 |

# ST. CLAIR TERMINAL RAILROAD COMPANY.

Date of organization: June 24, 1901.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. H. Reed, | Pittsburg, Pa. | D. G. Kerr, | Pittsburg, Pa. |
| D. M. Clemson, | " | Wm. J. Post, | " |
| L. C. Bihler, | " | G. W. Kepler, | " |
| W. W. Blackburn, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. H. Reed, | Pittsburg, Pa. |
| Vice President, | D. M. Clemson, | " |
| Secretary, | Wm. J. Post, | " |
| Treasurer, | G. W. Kepler, | " |
| Auditor, | Wm. J. Post, | " |
| Superintendent, | G. G. Thorp, | Clairton, Pa. |

PROPERTY OPERATETD.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| St. Clair Terminal Railroad, | Clairton, Pa., | Patterson, | 1.70 |
| | Clairton, Pa., | Various, | 5.00 |
| Total, | | | 6.70 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,825,851 35 | Capital stock, | $1,000,000 00 |
| Cost of equipment, | 238,201 15 | Funded debt, | 969,000 00 |
| Cash and current assets, | 33,465 47 | Current liabilities, | 151,389 93 |
| Profit and loss, | 43,059 46 | Accrued interest on funded debt not yet payable, | 20,187 50 |
| Grand total, | $2,140,577 43 | Grand total, | $2,140,577 43 |

## ST. MARY'S AND WESTERN RAILROAD COMPANY.

Date of organization: May, 1904.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. K. P. Hall, | Ridgway, Pa. | F. A. Kane, | St. Marys, Pa. |
| G. C. Simons, | St. Marys, Pa. | John Kane, | " |
| Wm. Kane, | " | B. T. Darr, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. K. P. Hall, | Ridgway, Pa. |
| First Vice President, | John Kaul, | St. Marys, Pa. |
| Secretary and Treasurer, | G. C. Simons, | " |
| General Manager, | F. A. Kaul, | " |
| Chief Engineer, | E. L. Willard, | " |

PROPERTY OPERATETD.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| St. Marys and Western Railroad Co., | A point at or near County Home, Elk Co., Pa. | A point at or near the mouth of Laurel Creek, Elk Co., Pa. | 7.82 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $79,267 31 | Capital stock, | $76,200 00 |
| Cash and current assets, | 8,642 86 | Current liabilities, | 9,573 30 |
| | | Profit and loss, | 2,136 87 |
| Grand total, | $87,910 17 | Grand total, | $87,910 17 |

# SALISBURY RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: May 8, 1875.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. J. Chapman, | Baltimore, Md. | Willis L. King, | Pittsburg, Pa. |
| J. B. Haines, Jr., | Pittsburg, Pa. | Robt. Finney, | " |
| C. R. Hubbard, | Wheeling, W. Va. | F. J. Torrance, | " |
| W. M. Kennedy, | Pittsburg, Pa. | C. W. Woolford, | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Salisbury R. R., | Salisburg Jct., Pa. | Niverton, Pa., | Baltimore & Ohio R. R. Co. | | 12.57 |
| Grassy Run Extension. | Grassy Run Jct., Pa. | Merchants No. 1 Mine, Pa. | Baltimore & Ohio R. R. Co. | | 2.50 |
| Hocking Extension. | Hocking Jct., Pa. | Cumberland Coal & Min-Co., Pa. | | | 1.10 |
| Total, | | | | | 16.17 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $331,377 36 | Capital stock, | $117,987 50 |
| | | Funded debt, | 150,000 00 |
| | | Current liabilities, | 1,755 21 |
| | | Profit and loss, | 61,634 65 |
| Grand total, | $331,377 36 | Grand total, | $331,377 36 |

# SCHUYLKILL AND LEHIGH RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: June 7, 1880.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. E. Henderson, | Philadelphia, Pa. | Frank P. Lauer, | Philadelphia, Pa. |
| Theodore Voorhees, | " | James M. Landis, | " |
| Joseph S. Harris, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Schuylkill & Lehigh Railroad. | Reading, Pa., | Slatington, Pa., | Phila. & Reading Ry. Co. | Lease, | 46.94 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,213,800 32 | Capital stock, | $600,000 00 |
| Cash and current assets, | 21,648 13 | Funded debt, | 600,000 00 |
| | | Current liabilities, | 31,448 45 |
| | | Accrued interest on funded debt not yet payable, | 4,000 00 |
| Grand total, | $1,235,448 45 | Grand total, | $1,235,448 45 |

# SCHUYLKILL AND LEHIGH VALLEY RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: October 9, 1886.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. F. Schapercotter, | Philadelphia, Pa. | J. W. Platten, | Philadelphia, Pa. |
| D. G. Baird, | Beverly, N. J. | G. N. Wilson, | " |
| Wm. C. Alderson, | Overbrook, Pa. | H. S. Drinker, | Haverford, Pa. |
| E. T. Stotesbury, | Philadelphia, Pa. | J. M. Baxter, | Philadelphia, Pa. |
| E. M. McIlvain, | South Bethlehem, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Eben B. Thomas, | Philadelphia, Pa. |
| Vice President, | J. W. Platten, | " |
| Secretary, | D. G. Baird, | " |
| Treasurer, | Wm. C. Alderson, | " |
| General Solicitor, | Henry S. Drinker, | New York City. |
| General Auditor, | G. N. Wilson, | Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Schuylkill & Lehigh Valley R. R. | Lizard Creek, Pa. | Blackwood, Pa., | L. V. R. R. Co., | Stock ownership. | 39.96 |
| Branches & Spurs, | | | | | 1.89 |
| Total, | | | | | 41.85 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $4,000,000 00 | Capital stock, | $2,000,000 00 |
| Stock owned, | 700 00 | Funded debt, | 2,000,000 00 |
| | | Current liabilities, | 700 00 |
| Grand total, | $4,000,700 00 | Grand total, | $4,000,700 00 |

# SCHUYLKILL RIVER EAST SIDE RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: July 14, 1883.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. C. F. Bent, | Baltimore, Md. | L. G. Haas, | Baltimore, Md. |
| G. H. Frazier, | Philadelphia, Pa. | Oscar G. Murray, | " |
| T. Frothingham, | " | C. W. Woolford, | " |
| Sidney F. Tyler, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. C. F. Bent, | Baltimore, Md. |
| Secretary, | Theo. Frothingham, | Philadelphia, Pa. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | Baltimore, Md. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Schuylkill River E. Side R. R. | Park Junction, Phila. | Eastwick, Phila | Baltimore & Ohio R. R. R. Co. | Ownership, | 3.80 |
| Delaware Branch, | E. Side, Phila., | Reed St., Phila. | | | 5.40 |
| Branches & Spurs, | | | | | |
| Point Breeze Brch., | Jackson street, Phila. | Point Breeze, Phila. | Baltimore & Ohio R. R. Co. | | .40 |
| Snyder Ave. Brch., | Moore street, Phila. | Jackson street, Phila. | | | 1.40 |
| Stock Yard Brch., | Stock Yard, Jct., Phila. | Stock Yards, Phila. | | | .50 |
| Oregon Ave. Extension. | Swanson street, Phila. | Salt Works, Phila. | | | .50 |
| Total, | | | | | 12.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $10,601,007 42 | Capital stock, | $5,000,000 00 |
| | | Funded debt, | 5,000,000 00 |
| | | Current liabilities, | 601,007 42 |
| Grand total, | $10,601,007 42 | Grand total, | $10,601,007 42 |

# SCHUYLKILL VALLEY NAVIGATION AND RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: March 20, 1827.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, | Philadelphia, Pa. | D. Jones, | Philadelphia, Pa. |
| Theodore Voorhees, | " | James M. Landis, | " |
| W. R. Taylor, | " | Edwin F. Smith, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Schuylkill Valley Navigation R. R. | Mt. Carbon, Pa. | Reevesdale, Pa., | Phila. & Reading Railway Co. | Lease, | 10.99 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $576,840 94 | Capital stock, | $576,050 00 |
| Cash and current assets, | 18,046 52 | Current liabilities, | 14,901 05 |
| | | Profit and loss, | 3,936 41 |
| Grand total, | $594,887 46 | Grand total, | $594,887 46 |

# SCOOTAC RAILWAY COMPANY.

Date of organization: December 12, 1901.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| N. B. Bubb, | Williamsport, Pa. | W. M. Danley, | Williamsport, Pa. |
| W. R. Kramer, | " | L. M. Patterson, | Lock Haven, Pa. |
| N. B. Bubb, Jr., | " | John Burns, | Rochester, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. La Rue Munson, | Williamsport, Pa. |
| Vice President, | N. B. Bubb, | " |
| Secretary and Treasurer, | W. R. Kramer, | " |
| Attorney, or General Counsel, | Condon & Munson, | " |
| General Manager, | W. R. Kramer, | " |

PROPERTY OPERATETD.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Scootac Railway Co., | P. & E., | Mines, | 6.16 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $35,349 02 | Capital stock, | $18,000 00 |
| Cost of equipment, | 3,243 42 | Funded debt, | 17,500 00 |
| Cash and current assets, | 7,118 45 | Current liabilities, | 7,007 65 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 437 50 |
| Materials and supplies, | 87 74 | Six months interest on bonds $17,500 at 6 per cent., due February 1, 1905, not paid, | 525 00 |
| | | Profit and loss, | 2,328 48 |
| Grand total, | $45,798 63 | Grand total, | $45,798 63 |

# SCOTTDALE CONNECTING RAILROAD COMPANY.

Date of organization: September 16, 1897.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| B. F. Overholt. | Scottdale, Pa. | W. R. Hill. | Scottdale, Pa. |
| A. E. Overholt, | " | Ralph Overholt, | Pittsburg, Pa. |
| J. D. Hill, | " | A. S. R. Overholt, | West Overton, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of Board and President, | B. F. Overholt, | Scottdale, Pa. |
| Vice President, | A. C. Overholt, | " |
| Secretary, | W. R. Hill, | " |
| Treasurer, | J. D. Hill, | " |
| General Solicitor, Attorney, or General Counsel, | Shiras and Dickey, | Pittsburg, Pa. |
| General Manager, | Ralph Overholt, | " |

PROPERTY OPERATETD.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Scottdale Connecting Railroad, | East Scottdale, Pa., | Everson, Pa., | 1.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cash and current assets, | $16,201 49 | Capital stock, | $10,000 00 |
| Other assets: | | Current liabilities, | 10,975 06 |
| Materials and supplies, | 1,217 61 | | |
| Profit and loss, | 3,555 96 | | |
| Grand total, | $20,975 06 | Grand total, | $20,975 06 |

## SCRANTON, DUNMORE AND MOOSIC LAKE RAILROAD COMPANY.

Date of organization: June 3, 1902.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Timothy Burke, | Connell Building, Scranton, Pa. |
| Jno. M. Burke, | " " |
| Frank Silliman, Jr., | Scranton, Pa. |
| P. T. Reilly, | " |
| Wm. F. Boyle, | Connell Building, Scranton, Pa. |
| Cornelius Ryan, Jr., | New York City. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Timothy Burke, | Connell Bldg., Scranton. |
| Vice President, | Jno. M. Burke, | Connell Bldg., Scranton. |
| Secretary and Treasurer, | Frank Silliman, Jr., | Scranton, Pa. |
| Attorney, or General Counsel, | Willard, Warren & Knapp, | " |
| General Manager, | Frank P. Hamilton, | Connell Bldg., Scranton. |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $216,213 12 | Capital stock, | $100,000 00 |
| Cost of equipment, | 36,919 43 | Funded debt, | 100,000 00 |
| Profit and loss, | 5,393 89 | Current liabilities, | 58,586 44 |
| Grand total, | $258,526 44 | Grand total, | $258,526 44 |

## SCRANTON AND NORTHEASTERN RAILROAD COMPANY.

Operated by Lackawanna and Wyoming Valley Railroad Company.
Date of organization: May 28, 1900.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Thomas F. Penman, | Scranton, Pa. | Charles C. Mattes, | Scranton, Pa. |
| H. B. Gill, | Philadelphia, Pa. | W. W. Churchill, | New York, N. Y. |
| Henry J. Conant, | New York, N. Y. | Carl M. Vail, | " |
| Benj. K. Focht, | Lewisburg, Pa. | George C. Smith, | Pittsburg, Pa. |
| M. E. McDonald, | Scranton, Pa. | Charles F. Conn, | Scranton, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George C. Smith, | Pittsburg, Pa. |
| Vice President, | Charles F. Conn, | Scranton, Pa. |
| Secretary, | Charles F. Conn, | " |
| Treasurer, | Carl M. Vail, | New York, N. Y. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Scranton & Northeastern R. R. | Scranton, ..... | Pittston, ..... | Lackawanna and Wyoming Valley R. R. Co. | Lease, ..... | 9.54 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, .... | $2,800,000 00 | Capital stock, ..... | $750,000 00 |
| | | Funded debt, ..... | 2,050,000 00 |
| Grand total, ..... | $2,800,000 00 | Grand total, ..... | $2,800,000 00 |

# SCRANTON AND SPRING BROOK RAILROAD COMPANY.

Date of organization: July 3, 1897.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Louis A. Watres, ..... | Scranton, Pa. | Henry A. Knapp, .... | Scranton, Pa. |
| Clarence D. Simpson, .. | " | Henry H. Brady, Jr.,... | " |
| Thomas H. Watkins, .. | " | Robert C. Adams, .... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Louis A. Watres, ..... | Scranton, Pa. |
| Secretary, ..... | Robert C. Adams, ..... | " |
| Treasurer, ..... | S. H. Hicks ..... | Wilkes-Barre, Pa. |
| General Manager, ..... | O. M. Lance, ..... | " |
| General Superintendent, ..... | Charles Watres, ..... | Scranton, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Main Line, | Moosic, | Round Hole, | 6½ |
| Quarry Line, | Round Hole, | Quarry, | 2½ |
| Total, | | | 9.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $39,474 90 | Capital stock, | $25,000 00 |
| Cost of equipment, | 4,775 57 | Current liabilities, | 3,217 34 |
| | | Profit and loss, | 16,033 13 |
| Grand total, | $44,250 47 | Grand total, | $44,250 47 |

## SHAMOKIN, SUNBURY AND LEWISBURG RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: February 12, 1882.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names | Official Address. |
|---|---|---|---|
| E. F. Smith, | Philadelphia, Pa. | C. E. Henderson, | Philadelphia, Pa. |
| Edson J. Weeks, | " | D. Jones, | " |
| Theodore Voorhees, | " | James M. Landis, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| Vice President, | W. R. Taylor, | " |
| Secretary, | Richard Tull, | " |
| Comptroller, | George Zeigler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Shamokin, Sunbury and Lewisburg R. R. Co. | Shamokin, Pa., | West Milton, Pa. | Philadelphia and Reading Railway Co. | Lease, ..... | 31.29 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $3,998,904 18 | Capital stock, ..... | $2,000,000 00 |
| Cash and current assets, ..... | 1,346 27 | Funded debt, ..... | 2,000,000 00 |
| | | Current liabilities, ..... | 250 45 |
| Grand total, ..... | $4,000,250 45 | Grand total, ..... | $4,000,250 45 |

# SHAMOKIN VALLEY AND POTTSVILLE RAILROAD COMPANY.

Operated by Northern Central Railway Company.
Date of organization: March 25, 1858.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Chas. E. Pugh, ..... | Philadelphia, Pa. | Samuel Rea, ..... | Philadelphia, Pa. |
| A. J. Cassatt, ..... | " | W. H. Barnes, ..... | " |
| N. P. Shortridge, ..... | " | E. T. Postlethwaite, .. | " |
| | | John P. Green, ..... | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | John P. Green, ..... | Philadelphia, Pa. |
| Vice President, ..... | Chas. E. Pugh, ..... | " |
| Secretary, ..... | Stephen W. White, ..... | " |
| Treasurer, ..... | Taber Ashton, ..... | " |
| Comptroller, ..... | M. Riebenack, ..... | " |
| Chief Engineer, ..... | W. H. Brown, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Shamokin Valley and Pottsville R. R. C. | Sunbury, Pa.,.. | Mt. Carmel, Pa. | Northern Central Ry. Co. | Lease, ..... | 27.30 |
| Branches, ..... | ..... | ..... | ..... | Lease, ..... | 11.12 |
| Total, ..... | ..... | ..... | ..... | ..... | 38.42 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,208,050 00 | Capital stock, ..... | $869,450 00 |
| Stocks owned, ..... | 5,221 74 | Funded debt, ..... | 2,000,000 00 |
| Lands owned, ..... | 1,654,758 90 | Current liabilities, ..... | 35,000 00 |
| Cash and current assets, ..... | 48,798 43 | Profit and loss, ..... | 12,379 07 |
| Grand total, ..... | $2,916,829 07 | Grand total, ..... | $2,916,829 07 |

# SHARON RAILWAY COMPANY.

Operated by Erie Railroad Company.
Date of organization: July 16, 1873.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Norman Hall, ..... | Sharon, Pa. | Geo. W. Johnson, ..... | New Castle, Pa. |
| P. L. Kimberly, ..... | " | Fayette Brown, ..... | Cleveland, O. |
| J. J. Spearman, ..... | " | Hunter Wykes, ..... | New York, N. Y. |
| Simon Perkins, ..... | " | F. D. Underwood, .... | " |
| C. H. Peters, ..... | Sharpsville, Pa. | G. G. Cochran, ..... | " |
| M. H. Henderson, .... | New Castle, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of Board and President,.. | E. A. Wheeler, ..... | Sharon, Pa. |
| Vice President, ..... | Simon Perkins, ..... | " |
| Secretary, ..... | G. A. Richardson, ..... | New York City, N. Y. |
| Treasurer, ..... | P. A. Higgs, ..... | Sharon, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Sharon Railway, .. | Sharon, ..... | Pymatuning, ... | Erie Railroad Co., | Lease, ..... | 7.93 |
| Middlesex Extension. | Ferona, ..... | W. Middlesex, . | Erie Railroad Co., | Lease, ..... | 6.86 |
| Sharpsville Brch., | Boyce, ..... | Sharpsville, .... | Erie Railroad Co., | Lease, ..... | 1.55 |
| New Castle Brch., | W. Middlesex,.. | New Castle, .... | Erie Railroad Co., | Lease, ..... | 16.73 |
| Total, ..... | ..... | ..... | ..... | ..... | 33.07 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,208,122 62 | Capital stock, ..... | $794,100 00 |
| Cash and current assets, ..... | 19,584 07 | Funded debt, ..... | 414,000 00 |
| | | Current liabilities, ..... | 7,522 62 |
| | | Profit and loss, ..... | 12,084 07 |
| Grand total, ..... | $1,227,706 69 | Grand total, ..... | $1,227,706 69 |

# SHARPSVILLE RAILROAD COMPANY.

Date of oganization: March 6, 1876.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| A. W. Black, ..... | Allegheny, Pa. | E. B. Taylor, ..... | Pittsburg, Pa. |
| G. M. McIlvain, ..... | Sharpsville, Pa. | H. W. Thornton, ..... | " |
| J. W. Renner, ..... | Pittsburg, Pa. | C. W. Woolford, ..... | Baltimore, Md. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Receiver, ..... | G. M. McIlvain, ..... | Sharpsville, Pa. |
| President, ..... | Oscar G. Murray, ..... | Baltimore, Md. ..... |
| Vice President, ..... | W. M. Kennedy, ..... | " |
| Secretary, ..... | C. W. Woolford, ..... | " |
| Treasurer, ..... | J. V. McNeal, ..... | " |
| Auditor, ..... | J. L. Kirk, ..... | Sharpsville, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Sharpsville Railroad Co., | Sharpsville, Pa., | Wilmington Jct., Pa., | 17.00 |
| Sharon Branch, | | | .75 |
| Total, | | | 17.75 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $422,590 24 | Capital stock, | $350,000 00 |
| Cost of equipment, | 26,856 19 | Current liabilities, | 221,232 63 |
| Cash and current assets, | 46,288 25 | | |
| Profit and loss, | 75,497 95 | | |
| Grand total, | $571,232 63 | Grand total, | $571,232 63 |

# SHEFFIELD AND TIONESTA RAILROAD COMPANY.

Date of organization: June 1, 1901.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| T. D. Collins, | Nebraska, Pa. | Orion Siggins, | West Hickory. |
| M. S. Collins, | " | Leon Watson, | Kellettville, Pa. |
| F. R. Klinestiver, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President, | T. D. Collins, | Nebraska, Pa. |
| First Vice President, | M. S. Collins, | " |
| Secretary and Treasurer, | Leon Watson, | Kellettville, Pa. |
| Attorney, or General Counsel, | D. I. Ball, | Warren, Pa. |
| Auditor, | R. T. Buzard, | Sheffield, Pa. |
| General Manager, | T. D. Collins, | Nebraska, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Sheffield and Tionesta Railway, | Sheffield, Pa., | Ross Run, | 29.00 |
| Tionesta Valley and Hickory, | Ross Run, | Nebraska, | 5.00 |
| Total, | | | 34.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $224,646 82 | Capital stock, | $150,000 00 |
| Cash and current assets, | 27,892 14 | Funded debt, | 77,013 55 |
| | | Profit and loss, | 25,525 41 |
| Grand total, | $252,538 96 | Grand total, | $252,538 96 |

# SHENANGO VALLEY RAILROAD COMPANY.

Operated by Lake Shore and Michigan Southern Railway Company.
Date of organization: May 3, 1886.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| William H. Newman, | New York, N. Y. | E. A. Handy, | Cleveland, O. |
| Enoch Filer, | Sharon, Pa. | O. G. Getzen-Danner, | New York, N. Y. |
| John Philips, | " | F. H. Buhl, | Sharon, Pa. |
| Samuel McClure, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Vice President, | William H. Newman, | New York, N. Y. |
| Secretary and Treasurer, | O. G. Getzen-Danner, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Shenango Valley Railroad, ..... | Sharon, Pa., ..... | State Line Ohio, ..... | 1.95 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $127,787 33 | Capital stock, ..... | $60,000 00 |
| | | Value of note given contractor, | 67,787 33 |
| Grand total, ..... | $127,787 33 | Grand total, ..... | $127,787 33 |

# SHINGLE HOUSE RAILROAD COMPANY.

Operated by Olean Street Railway Company.
Date of organization: March 13, 1903.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| George W. Douge, .... | Shingle House, Pa. | F. H. Raymon, ..... | Ceres, Pa. |
| Jas. W. Cole, ..... | " | W. R. Page, ..... | Olean, N. Y. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Wilson R. Page, ..... | Olean, N. Y. |
| Secretary, ..... | F. H. Raymond, ..... | Ceres, Pa. |
| Treasurer, ..... | Wilson R. Page, ..... | Olean, N. Y. |
| Attorney, or General Counsel, ..... | Eaton and Page, ..... | " |
| General Manager, ..... | I. W. Miller, ..... | " |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $100,000 00 | Capital stock, ..... | $40,000 00 |
| | | Funded debt, ..... | 60,000 00 |
| Grand total, ..... | $100,000 00 | Grand total, ..... | $100,000 00 |

# SLACKWATER CONNECTING RAILROAD COMPANY.

Operated by Union Railroad Company.
Date of organization: June 30, 1892.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. H. Reed, ..... | Pittsburg, Pa. | L. C. Bihler, ..... | Pittsburg, Pa. |
| D. M. Clemson, ..... | " | G. W. Kepler, ..... | " |
| D. G. Kerr, ..... | " | Wm. J. Post, ..... | " |
| Jas. J. Campbell, .... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | J. H. Reed, ..... | Pittsburg, Pa. |
| Secretary, ..... | Wm. J. Post, ..... | " |
| Treasurer, ..... | G. W. Kepler, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Slackwater Connecting Railroad. | A point on Monongahela River, Allegheny co., Pa. | A point on line of B. & O. R. R. in Braddock twp., Allegheny Co., Pa. | Union Railroad Co. | Lease, ..... | 1.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $4,800 00 | Capital stock, | $10,000 00 |
| Cost of equipment, | 5,200 00 | Profit and loss, | 6,890 78 |
| Cash and current assets, | 6,890 78 | | |
| Grand total, | $16,890 78 | Grand total, | $16,890 78 |

# SLATE RUN RAILROAD COMPANY.

Date of organization: December 9, 1884.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. H. Jessup, | Scranton, Pa. | William Rollins, | Slate Run, Pa. |
| James B. Weed, | Binghampton, N. Y. | T. M. Archer, | " |
| Lewis M. Weed, | " | Albert Harris, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | James B. Weed, | Binghampton, N. Y. |
| Vice President, | Frederick M. Weed, | " |
| Secretary, | Chas. O. Worden, | " |
| Treasurer, | Frederick M. Weed, | " |
| Chief Engineer, | Albert Harris, | Slate Run, Pa. |
| General Superintendent, | Isaac Bull, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Slate Run Railroad Company, | Slate Run, Pa., | Manor Fork, Pa., | 18.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $65,757 31 | Capital stock, | $81,000 00 |
| Cost of equipment, | 37,127 70 | Current liabilities, | 125,442 04 |
| Profit and loss, | 103,557 03 | | |
| Grand total, | $206,442 04 | Grand total, | $206,442 04 |

# SMETHPORT RAILROAD COMPANY.

Operated by Mt. Jewett, Kinzua and Riterville Railroad Company.
Date of organization: March 6, 1899.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Elisha K. Kane, ..... | Kushequa, Pa. | C. D. Lamb, ..... | Kushequa, Pa. |
| G. C. Burch, ..... | " | Z. E. Kane, ..... | " |
| M. A. Madison, ..... | " | D. F. Parish, ..... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Elisha K. Kane, ..... | Kushequa, Pa. |
| Secretary, ..... | G. C. Burse, ..... | " |
| Treasurer, ..... | Z. E. Kane, ..... | " |
| Auditor, ..... | C. D. Lamb, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Smethport R. R., . | McKean, ..... | Smethport, ..... | Mt. J. K. & R. R. Co. | Lease, ..... | 8.38 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $128,963 38 | Capital stock, ..... | $90,000 00 |
| Cost of equipment, ..... | 8,000 00 | Current liabilities, ..... | 46,069 57 |
| Cash and current assets, ..... | 22 46 | Profit and loss, ..... | 916 27 |
| Grand total, ..... | $136,985 84 | Grand total, ..... | $136,985 84 |

# SMITHFIELD AND MASONTOWN RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: July 18, 1899.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Names. |
|---|---|---|---|
| B. W. Duer, | Pittsburg, Pa. | John McCleave. | Pittsburg, Pa. |
| W. M. Kennedy, | " | E. D. Smith, | " |
| W. C. Loree, | Wheeling, W. Va. | C. W. Woolford, | Baltimore, Md. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Smithfield and Masontown R. R. | S. & M. Jct., Pa. | Lechrone, Pa. | Baltimore & Ohio R. R. Co. | Ownership. | 7.91 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $209,768 14 | Capital stock, | $110,000 00 |
| | | Current liabilities, | 99,768 14 |
| Grand total, | $209,768 14 | Grand total, | $209,768 14 |

# SOMERSET AND CAMBRIA RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: January 27, 1879.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Koontz, | Somerset, Pa. | Thomas Lynch, | Pittsburg, Pa. |
| W. P. Kooser, | " | W. M. Kennedy, | " |
| Simon Krebs, | " | Wallace H. Rowe, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Secretary, | W. M. Kennedy, | Pittsburg, Pa. |
| Vice President, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Somerset and Cambria Railroad. | Rockwood, Pa., | Johnstown, Pa., | Baltimore & Ohio R. R. Co. | Ownership, | 45.10 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,389,911 21 | Capital stock, | $1,000,000 00 |
| Cash and current assets, | 272,957 41 | Funded debt, | 651,000 00 |
| | | Current liabilities, | 3,963 85 |
| | | Profit and loss, | 7,904 77 |
| Grand total, | $1,662,868 62 | Grand total, | $1,662,868 62 |

# SOUTH CHESTER RAILROAD COMPANY.

Operated by Philadelphia, Baltimore and Washington Railroad Company.
Date of organization: June 22, 1891.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| R. D. Barclay, | 1728 Pine St., Phila. | Stephen W. White, | Broad Street Station. |
| C. M. Bunting, | Broad St. Station. | E. T. Postlethwaite, | " |
| W. A. Patton, | " | N. P. Shortridge, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | John P. Green, | Philadelphia, Pa. |
| Secretary, | Lewis Neilson, | " |
| Treasurer, | Taber Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| South Chester Railroad. | Chester, Pa., | Crescent Oil Works, Pa. | Philadelphia, Baltimore & Washington R. R. Co. | | 2.76 |
| Branches, | | | | | .98 |
| Total, | | | | | 3.74 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $229,450 30 | Capital stock, | $250,000 00 |
| Cash and current assets, | 25,893 70 | Current liabilities, | 5,344 00 |
| Grand total, | $255,344 00 | Grand total, | $255,344 00 |

# SOUTH EASTON AND PHILLIPSBURG RAILROAD COMPANY.

Operated by Lehigh and Hudson River Railway Company.
Date of organization: July 25, 1889.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Francis R. Cope, ..... | Philadelphia, Pa. | Geo. B. Harris, ..... | Philadelphia, Pa. |
| H. F. Baker, ..... | " | Elias N. Moor, ..... | " |
| Erastus Hill, ..... | " | Charles A. Ross, ..... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Lewis A. Riley, ..... | Philadelphia, Pa. |
| Vice President, ..... | Geo. B. Harris, ..... | " |
| Secretary and Treasurer, ..... | H. F. Baker, ..... | " |
| Auditor, ..... | E. M. Reynolds, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| South Easton and Phillipsburg. | South Easton, Pa. | Boundary line between the States of Pa. and New Jersey. | Lehigh and Hudson River Railway Co. | ..... | 1-3 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $89,253 14 | Capital stock, ..... | $75,000 00 |
| | | Current liabilities, ..... | 14,253 14 |
| Grand total, ..... | $89,253 14 | Grand total, ..... | $89,253 14 |

# SOUTHERN PENNSYLVANIA RAILWAY AND MINING COMPANY.

Operated by Cumberland Valley Railroad Company.
Date of organization: February 1, 1873.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Thos. B. Kennedy, .... | Chambersburg, Pa. | Samuel Rea, ..... | Philadelphia, Pa. |
| John P. Green, ..... | Philadelphia, Pa. | John Hays, ..... | Carlisle, Pa. |
| M. C. Kennedy, ..... | Chambersburg, Pa. | C. P. Speer, ..... | Chambersburg, Pa. |
| Lane S. Hart, ..... | Harrisburg, Pa. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Thomas B. Kennedy, ..... | Chambersburg, Pa. |
| Secretary and Treasurer, ..... | W. L. Ritchey, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Southern Pennsylvania Railway & Mining Co. | Jct. C. V. R. R. | Mercersburg, .. | Cumberland Valley R. R. | Lease, ..... | 13.60 |
| | Mercersburg Jc. | Richmond, ..... | Cumberland Valley R. R. | Lease, ..... | 7.80 |
| Total, ..... | ..... | ..... | ..... | ..... | 21.40 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,426,572 50 | Capital stock, ..... | $800,000 00 |
| Profit and loss, ..... | 684,047 75 | Funded debt, ..... | 625,000 00 |
| | | Current liabilities, ..... | 685,620 25 |
| Grand total, ..... | $2,110,620 25 | Grand total, ..... | $2,110,620 25 |

19—8—1905

# SOUTH SHORE RAILROAD COMPANY.

Date of organization: September 14, 1892.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. W. Friend, ..... | Pittsburg, Pa. | T. W. Friend, ..... | Pittsburg, Pa. |
| F. N. Hoffstet, ..... | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | J. W. Friend, ..... | Pittsburg, Pa. |
| Vice President, ..... | C. W. Friend, ..... | " |
| Secretary and Treasurer, ..... | F. N. Hoffstet, ..... | " |
| Auditor, ..... | T. W. Friend, ..... | " |
| General Superintendent, ..... | F. N. Hoffstet, ..... | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| South Shore Railroad Company, ..... | Borough of Esplen, .. | 30th Street, ..... | 4⅞ |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $20,098 46 | Capital stock, ..... | $10,000 00 |
| Cost of equipment, ..... | 16,487 45 | Current liabilities, ..... | 37,082 33 |
| Cash and current assets, ..... | 6,936 19 | | |
| Profit and loss, ..... | 3,650 23 | | |
| Grand total, ..... | $47,082 33 | Grand total, ..... | $47,082 33 |

# SOUTHWEST CONNECTING RAILWAY COMPANY.

Date of organization: May 20, 1897.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Thomas Lynch, | Greensburg, Pa. | W. S. Armstrong, | Pittsburg, Pa. |
| D. H. Coble, | Pittsburg, Pa. | J. D. McCreery, | " |
| Philip Keller, | " | C. H. Spencer, | " |
| C. P. Parker, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Thomas Lynch, | Greensburg, Pa. |
| Secretary, | D. H. Coble, | Pittsburg, Pa. |
| Treasurer, | Philip Keller, | " |
| Auditor, | C. P. Parker, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Southwest Connecting Railway Company. | Connection with Bessemer Lateral Railroad. | Marguerite Coke Works. | 1.674 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $14,335 83 | Capital stock, | $16,000 00 |
| Cash and current assets, | 3,578 34 | Current liabilities, | 434 91 |
| | | Profit and loss, | 1,479 26 |
| Grand total, | $17,914 17 | Grand total, | $17,914 17 |

# SOUTHWEST PENNSYLVANIA RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 16, 1871.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, | Philadelphia, Pa. | Samuel Rea, | Philadelphia, Pa. |
| John P. Green, | " | N. P. Shortridge, | " |
| Geo. F. Huff, | Greensburg, Pa. | Geo. A. Torrence, | New Haven. |
| E. B. Morris, | Philadelphia, Pa. | J. F. Wentling, | Greensburg, Pa. |
| C. S. Patterson, | " | Henry Tatnall, | Philadelphia, Pa. |
| Robt. Pitcairn, | Pittsburg, Pa. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Chas E. Pugh, | Philadelphia, Pa. |
| Vice President, | Samuel Rea, | " |
| Secretary, | F. W. Schwarz, | " |
| Treasurer, | Taber Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| South West Pennsylvania Railway. | Greensburg, Pa. | Fairchance, Pa. | Penna. R. R. Co., | Lease, | 44.79 |
| Branches, | | | | | 83.26 |
| Shamrock Branch, S. W. Pa. Ry., | Buffington, | Shamrock Coal Works. | Monongahela R. R. Co. | Lease, | 1.32 |
| Total, | | | | | 129.37 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $2,690,783 22 | Capital stock, | $1,499,900 00 |
| Const. susp. account, | 242,790 95 | Funded debt, | 900,000 00 |
| Cash and current assets, | 1,116,055 85 | Current liabilities, | 242,798 45 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 26,250 00 |
| Sinking fund, | 38,000 00 | Funds for redemption of bonds, | 105,315 00 |
| | | Profit and loss, | 1,313,366 57 |
| Grand total, | $4,087,630 02 | Grand total, | $4,087,630 02 |

# STATE LINE AND SULLIVAN RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: December 2, 1874.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. |
|---|---|
| N. N. Betts, | Towanda, Pa. |
| Richard W. Hall, | 60 State St., Boston, Mass. |
| O. A. Baldwin, | Towanda, Pa. |
| Herman Hoopes, | Real Estate Trust Bldg., Philadelphia, Pa. |
| John Hurd, | 50 Congress St., Boston, Mass. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | O. A. Baldwin, | Towanda, Pa. |
| Vice President, | N. N. Betts, | " |
| Secretary, | Rush J. Thomson, | Dushore, Pa. |
| Treasurer, | Richard W. Hall, | Boston, Mass. |
| General Manager, | O. A. Baldwin, | Towanda, Pa. |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| State Line and Sullivan R. R. | Bernice, Pa., | Monroeton, Pa., | Lehigh Valley R. R. | Lease, | 24.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $625,000 00 | Capital stock, | $980,250 00 |
| Stocks owned, | 125 00 | Funded debt, | 295,000 00 |
| Bonds owned, | 95,090 00 | Profit and loss, | 109,873 46 |
| Lands owned, | 500,000 00 | | |
| Cash and current assets, | 164,998 46 | | |
| Grand total, | $1,385,123 46 | Grand total, | 1,385,123 46 |

# STEWART RAILROAD COMPANY.

Operated by Lake Shore and Michigan Southern Railway.
Date of organization: September 9, 1887.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Wm. H. Newman, ..... | New York, N. Y. | Samuel McClure, ..... | Sharon, Pa. |
| O. G. Getzen-Danner, .. | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Vice President, ..... | William H. Newman, ..... | New York, N. Y. |
| Secretary and Treasurer, ..... | O. G. Getzen-Danner, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Stewart Railroad,.. | Stewart Iron Works, Sharon, Pa. | Ohio and Pa. State Line. | L. S. & M. S. Ry. | ..... | .22 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $7,114 20 | Capital stock, ..... | $7,700 00 |
| Profit and loss, ..... | 585 80 | | |
| Grand total, ..... | $7,700 00 | Grand total, ..... | $7,700 00 |

# STEWARTSTOWN RAILROAD COMPANY.

Date of organization: September, 1884.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| M. W. Bahn, | York, Pa. | A. G. Grove, | Stewartstown, Pa. |
| John C. Wiley, | Gatchellville, Pa. | Wm. Hammill, | " |
| F. P. Whitcroft, | Baltimore, Md | J. A. Johnson, | " |
| Jno. Y. Keeney, | Shrewsbury, Pa. | Jacob Yost, | " |
| W. H. Fulton, | Stewartstown, Pa. | C. W. Shaw, | " |
| A. G. Bowman, | " | W. J. P. Gemmill, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. W. Anderson, | Stewartstown, Pa. |
| Vice President, | M. H. Bahn, | York, Pa. |
| Secretary, | A. G. Bowman, | Stewartstown, Pa. |
| Treasurer, | T. B. Fulton, | " |
| Attorney or General Counsel, | W. B. Gemmill, | York, Pa. |
| Auditor, | C. W. Shaw, | Stewartstown, Pa. |
| General Superintendent, | W. H. Fulton, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Stewartstown Railroad Co., | Stewartstown, | New Freedom, | 7.20 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $96,169 35 | Capital stock, | $70,000 00 |
| Cost of equipment, | 12,148 48 | Current liabilities, | 3,000 00 |
| Lands owned, | 353 16 | Profit and loss, | 37,350 84 |
| Cash and current assets, | 1,386 85 | | |
| Other assets: | | | |
| Materials and supplies, | 300 00 | | |
| Grand total, | $100,438 35 | Grand total, | $110,357 84 |

# STONY CREEK RAILROAD COMPANY.

Date of organization: May 26, 1868.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Theodore Voorhees, | Philadelphia, Pa. | J. P. H. Jenkins, | Norristown, Pa. |
| C. E. Henderson, | " | W. H. Shighuff, | " |
| E. F. Smith, | " | Montgomery Evans, | " |
| J. A. Loomis, | " | Oliver G. Morris, | " |
| Jas. M. Landis, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George F. Baer, | Philadelphia, Pa. |
| First Vice President, | Theodore Voorhees, | " |
| Second Vice President, | C. E. Henderson, | " |
| Secretary, | W. R. Taylor, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |
| General Superintendent, | A. T. Dice, | Reading, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Stony Creek Railroad Co., | Norristown, Pa., | Lansdale, Pa., | 10.07 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $535,772 54 | Capital stock, | $176,100 00 |
| Cash and current assets, | 17,257 55 | Funded debt, | 350,000 00 |
| Other assets: | | Current liabilities, | 650,347 67 |
| Materials and supplies, | 1,539 93 | Real estate mortgages, | 3,000 00 |
| Profit and loss, | 631,002 65 | Accrued interest on funded debt not yet payable, | 6,125 00 |
| Grand total, | $1,185,572 67 | Grand total, | $1,185,572 67 |

# SUSQUEHANNA, BLOOMSBURG AND BERWICK RAILROAD COMPANY.

Date of organization: July 31, 1902.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. Henry Cochran, .... | Williamsport, Pa. | J. L. Mitchell, ..... | Philadelphia, Pa. |
| S. T. McCormick, ..... | " | E. B. Tustin, ..... | Bloomsburg, Pa. |
| Eugene R. Payne, ..... | " | Seth T. Foresman, .... | Williamsport, Pa. |
| F. H. Easton, ..... | New York, N. Y. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | J. Henry Cochran, ..... | Williamsport, Pa. |
| Vice President, ..... | F. H. Eaton, ..... | New York, N. Y. |
| Secretary and Treasurer, ..... | Charles Cochran, ..... | Watsontown, Pa. |
| Attorney or General Counsel, ..... | Seth T. McCormick, ..... | Williamsport, Pa. |
| General Manager, ..... | S. B. Haupt, ..... | Watsontown, Pa. |
| Assistant General Manager, ..... | Charles Cochran, ..... | " |

## PROPERTY OPERATED.

| Name | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Susquehanna, Bloomsburg and Berwick Railroad Co. | Watsontown, ..... | Berwick, ..... | 39.31 |
| | B, ..... | ..... | 3.69 |
| Total, ..... | ..... | ..... | 43.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,672,118 13 | Capital stock, ..... | $1,000,000 00 |
| Cost of equipment, ..... | 27,890 35 | Funded debt, ..... | 700,000 00 |
| Lands owned, ..... | 10,500 00 | Current liabilities, ..... | 100,829 03 |
| Cash and current assets, ..... | 88,351 24 | Accrued interest on funded debt not yet payable, ..... | 8,750 00 |
| Other assets: | | | |
| Materials and supplies, ..... | 10,166 55 | | |
| Profit and loss, ..... | 552 81 | | |
| Grand total, ..... | $1,809,579 08 | Grand total, ..... | $1,809,579 08 |

# SUSQUEHANNA AND BUFFALO RAILROAD COMPANY.

Date of organization: December 22, 1891.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. Henry Cochran, | Williamsport, Pa. | Garret Cochran, | Williamsport, Pa. |
| Garret D. Tinsman, | " | W. H. Tinsman, | " |
| Geo. L. Miller, Jr., | Westport, Pa. | Frank Parsons, | " |
| Jos. W. Cochran, | Williamsport, Pa. | H. H. Blair, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. Henry Cochran, | Williamsport, Pa. |
| Vice President, | George L. Miller, | Westport, Pa. |
| Secretary, | Garret D. Tinsman, | Williamsport, Pa. |
| Treasurer, | John S. Brown, | " |
| General Solicitors, | H. C. & S. T. McCormick, | " |
| Attorney or General Counsel, | Seth T. McCormick, | Williamsport, Pa. |
| General Manager, | George L. Miller, | Westport, Pa. |
| Chief Engineer, | H. H. Blair, | Williamsport, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Susquehanna and Buffalo R. R., | Cooks Run, Pa., | Foot of Plane, | 1.05 |
| | Foot of Plane, | Plane No. 2, | 1.00 |
| Total, | | | 2.05 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $46,362 04 | Capital stock, | $144,000 00 |
| Cost of equipment, | 706 95 | Current liabilities, | 11,963 51 |
| Due on capital stock, | 123,840 00 | Miscellaneous, | 35,069 25 |
| Cash and current assets, | 1,253 66 | | |
| Profit and loss, | 18,871 11 | | |
| Grand total, | $191,032 76 | Grand total, | $191,032 76 |

# SUSQUEHANNA CONNECTING RAILROAD COMPANY.

Operated by Wilkes-Barre and Eastern Railroad.
Date of organization: December 14, 1896.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. Lowber Welsh, ..... | Philadelphia, Pa. | Geo. F. Brownell, .... | New York, N. Y. |
| C. V. Merrick, ..... | Bradford, Pa. | D. Willard, ..... | " |
| F. D. Underwood, .... | New York, N. Y. | J. F. Gardner, ..... | " |
| W. A. May, ..... | Scranton, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | J. Lowber Welsh, ..... | Philadelphia, Pa. |
| Vice President, ..... | F. D. Underwood, ..... | New York, N. Y. |
| Secretary, ..... | D. Bosman, ..... | " |
| Treasurer, ..... | D. W. Bigoney, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Susquehanna Connecting R. R. | S. C. R. R. Jct. | Minooka, Pa., .. | Wilkes-Barre and Eastern R. R. | Lease, ..... | 7.62 |
| | Jermyn, Pa., .. | Jermyn No. 1 Breaker. | Wilkes-Barre and Eastern R. R. | Lease, ..... | 2.18 |
| | Priceville, Pa., | Winton Bkr., .. | Wilkes-Barre and Eastern R. R. | Lease, ..... | 4.41 |
| | Winton, Pa., .. | Rushbrook Bkr. | Wilkes-Barre and Eastern R. R. | Lease, ..... | .80 |
| | Spencer, Pa., .. | Spencer Bkr., .. | Wilkes-Barre and Eastern R. R. | Lease, ..... | .90 |
| | Murray, Pa., .. | Murray Bkr., .. | Wilkes-Barre and Eastern R. R. | Lease, ..... | .54 |
| | Winton, Pa., .. | Winton Dolph Breaker. | Wilkes-Barre and Eastern R. R. | Lease, ..... | 2.32 |
| | Sibley, Pa. .... | Sibley Bkr., ... | Wilkes-Barre and Eastern R. R. | Lease, ..... | .30 |
| | Sibley Jct., Pa., | Jermyn No. 2 Breaker. | Wilkes-Barre and Eastern R. R. | Lease, ..... | 1.35 |
| | Priceville Jct., | Jermyn No. 3 Breaker. | Wilkes-Barre and Eastern R. R. | Lease, ..... | .97 |
| Total, ..... | | | | | 21.39 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $609,000 00 | Capital stock, ..... | $500,000 00 |
| | | Funded debt, ..... | 109,000 00 |
| Grand total, ..... | $609,000 00 | Grand total, ..... | $609,000 00 |

# SUSQUEHANNA AND NEW YORK CONSOLIDATED RAILROAD COMPANY.

Operated by Susquehanna and New York Railroad Company.
Date of organization: May 26, 1903.
Under laws of what government or state organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. S. Horton, | Williamsport, Pa. | Eugene Horton, | New York, N. Y. |
| E. C. Hoyt, | New York, N. Y. | A. A. Healy, | " |
| J. F. Lapham, | " | L. G. Horton, | Williamsport, Pa. |
| C. H. McCauley, Jr., | Williamsport, Pa. | C. B. Farr, | " |
| P. M. Newman, | " | S. P. Davidge, | New York, N. Y. |
| L. M. Otto, Jr., | " | R. G. Brownell, | Williamsport, Pa. |
| A. R. Spicer, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. S. Horton, | Williamsport, Pa. |
| Vice President, | E. C. Hoyt, | 28 Ferry St., N. Y. |
| Secretary, | R. G. Brownell, | Williamsport, Pa. |
| Treasurer, | F. E. Bradley, | " |
| General Solicitor, | C. H. McCauley, | Ridgeway, Pa. |
| Auditor Disb., | A. T. Thompson, | Williamsport, Pa. |
| Assistant General Manager, | P. M. Newman, | " |
| Chief Engineer, | S. T. Hoyt, Jr., | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Susquehanna and New York, | Towanda, | Ralston, | 42.63 |
| | Ralston, | Grays Run, | 11.33 |
| | Hillsgrove Junction, | Hillsgrove Station, | 1.42 |
| Total, | | | 55.38 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $860,790 95 | Capital stock, | $1,224,500 00 |
| Cost of equipment, | 175,192 79 | Funded debt, | 1,000,000 00 |
| Stocks owned, | 125,000 00 | Current liabilities, | 12,530 35 |
| Cost of road, old Barclay Railroad now divided, | 650,870 90 | Profit and loss, | 70,573 99 |
| Lands owned, | 378,811 78 | | |
| Cash and current assets, | 42,184 37 | | |
| Other assets: | | | |
| Materials and supplies, | 6,058 98 | | |
| Sundries, | 68,691 51 | | |
| Grand total, | $2,307,604 34 | Grand total, | $2,307,604 34 |

# SUSQUEHANNA RIVER AND WESTERN RAILROAD COMPANY.

Date of organization: October 10, 1903.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. D. Landes, | Mechanicsburg, Pa. | E. R. Sponsler, | Harrisburg, Pa. |
| Martin Mumma, | " | Wm. H. Sponsler, | Philadelphia, Pa. |
| D. Gring, | Newport, Pa. | J. M. Barnett, | New Bloomfield, Pa. |
| B. M. Eby, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | David Gring, | Newport, Pa. |
| Secretary, | James M. Barnett, | New Bloomfield, Pa. |
| Treasurer, | C. K. Miller, | Newport, Pa. |
| General Manager, | David Gring, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Susquehanna River and Western Railroad Co. | Duncannon, | Bloomfield Junction, | 13.60 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $266,935 58 | Capital stock, | $150,000 00 |
| Cost of equipment, | 22,562 33 | Funded debt, | 125,000 00 |
| Cash and current assets, | 2,727 80 | Current liabilities, | 12,994 44 |
| | | Profit and loss, | 4,231 27 |
| Grand total, | $292,225 71 | Grand total, | $292,225 71 |

# TAMAQUA, HAZLETON AND NORTHERN RAILROAD COMPANY.

Date of organization: May 18, 1891.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Theodore Voorhees, .... | Philadelphia, Pa. | R. M. Oberteuffer, .... | Philadelphia, Pa. |
| D. Jones, ..... | " | C. H. Quarles, ..... | " |
| W. R. Taylor, ..... | " | W. G. Brown, ..... | " |
| James M. Landis, ..... | " | W. H. White, ..... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George F. Baer, ..... | Philadelphia, Pa. |
| Secretary, ..... | W. R. Taylor, ..... | " |
| Treasurer, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Zeigler, ..... | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Tamaqua, Hazleton and Northern Railroad Co. | Lofty, Pa., ..... | Roan, Pa., ..... | 9.91 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $670,426 44 | Capital stock, ..... | $300,000 00 |
| Cash and current assets, ..... | 25,632 11 | Funded debt, ..... | 300,000 00 |
| Profit and loss, ..... | 76,322 45 | Current liabilities, ..... | 169,881 00 |
| | | Accrued interest on funded debt not yet payable, ..... | 2,500 00 |
| Grand total, ..... | $772,381 00 | Grand total, ..... | $772,381 00 |

# TIOGA RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: 1851.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Charles Steele, | New York, N. Y. | G. A. Richardson, | New York, N. Y. |
| J. G. McCullough, | " | C. W. Buckholz, | " |
| F. D. Underwood, | " | J. F. Maguire, | Elmira, N. Y. |
| D. Willard, | " | G. VanKueren, | New York, N. Y. |
| George F. Brownell, | " | D. W. Cook, | " |
| G. T. Slade, | " | D. W. Bigoney, | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. D. Underwood, | P. O. Box 889, N. Y. |
| Vice President, | J. G. McCullough, | " |
| Secretary, | G. A. Richardson, | " |
| Treasurer, | D. W. Bigoney, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Tioga Railroad, | N. Y. State Line & Lawrenceville. | Jct. of Arnot & Pine Creek R. R. | Erie R. R. Co., | Ownership of capital stock. | 42.83 |
| Morris Run Branch | Morris Run, | Blossburg, | | | 3.56 |
| Total, | | | | | 46.39 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,282,523 93 | Capital stock, | $580,900 00 |
| Real estate buildings, etc., | 39,391 90 | Funded debt, | 629,500 00 |
| Arnot and Pine Creek advances, | 3,350 74 | Profit and loss, | 114,866 57 |
| Grand total, | $1,325,266 57 | Grand total, | $1,325,266 57 |

# TIONESTA VALLEY RAILWAY COMPANY.

Date of organization: February 17, 1904.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. |
|---|---|
| E. C. Hoyt, | 28 Ferry St., New York, N. Y. |
| C. S. Horton, | Williamsport, Pa. |
| P. M. Newman, | " |
| A. A. Healy, | 28 Ferry St., New York, N. Y. |
| S. P. Davidge, | " " |
| R. G. Brownell, | Williamsport, Pa. |
| S. W. Simmons, | Sheffield, Pa. |
| C. J. Gibson, | " |
| C. H. McCauley, Jr., | Williamsport, Pa. |
| A. H. Bailey, | Sheffield, Pa. |
| C. B. Farr, | Williamsport, Pa. |
| Eugene Horton, | 28 Ferry St., New York, N. Y. |
| W. D. Henderson, | Sheffield, Pa. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President, | C. S. Horton, | Williamsport, Pa. |
| Vice President, | S. W. Simmons, | Sheffield, Pa. |
| Secretary and Treasurer, | R. G. Brownell, | Williamsport, Pa. |
| General Solicitor, | C. H. McCauley, | Ridgway, Pa. |
| Auditor, | A. T. Thompson, | Williamsport, Pa. |
| Chief Engineer, | C. J. Gibson, | Sheffield, Pa. |
| General Superintendent, | C. J. Gibson, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Tionesta Valley Railway Co., | Dunhams, | Ogilsby, | 58.00 |
| | Clarendon, | Stoneham, | 2.00 |
| | Clarendon, | Buchers, | 6.80 |
| | Brookston, | Coon Run, | 5.50 |
| | Parrish, | Spring Creek, | 2.00 |
| | Hallston, | Kroah Camp, | 4.80 |
| | Mouth Big Run, | Mouth Pigeon Run, | 2.64 |
| | Mouth Pigeon Run, | Larson Camp, | 2.00 |
| Total, | | | 84.74 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $419,496 70 | Capital stock, | $500,000 00 |
| Cost of equipment, | 80,503 30 | Current liabilities, | 9,252 04 |
| Cash and current assets, | 43,522 14 | Profit and loss, | 85,158 44 |
| Other assets: | | | |
| Materials and supplies, | 838 34 | | |
| Sinking fund, | 50,000 00 | | |
| Grand total, | $594,410 48 | Grand total, | $594,410 48 |

# TIONESTA VALLEY AND HICKORY RAILWAY COMPANY.

Operated by Sheffield and Tionesta Railway Company.
Date of organization: March 26, 1892.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| T. D. Collins, | Nebraska, Pa. | George F. Watson, | Tionesta, Pa. |
| M. S. Collins, | " | Leon Watson, | Kellettsville, Pa. |
| E. S. Collins, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President. | T. D. Collins, | Nebraska, Pa. |
| Vice President, | George F. Watson, | Tionesta, Pa. |
| Secretary and Treasurer, | Leon Watson, | Kelletsville, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Tionesta Valley & Hickory Ry. | Ross Run, | Nebraska, | Sheffield and Tionesta Railway. | Lease, | 5.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $33,000 00 | Capital stock, | $33,000 00 |
| Cash and current assets, | 2,154 33 | Profit and loss, | 2,154 33 |
| Grand total, | $35,154 33 | Grand total, | $35,154 33 |

# TIPTON RAILROAD COMPANY.

Date of organization: September 5, 1885.
Under laws of what government or State organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel Rea, | Philadelphia, Pa. | Amos R. Little, | Philadelphia, Pa. |
| John P. Green, | " | William A. Patton, | " |
| R. D. Barclay, | " | C. G. Sawtelle, | " |
| N. P. Shortridge, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel Rea, | Philadelphia, Pa. |
| Secretary and Treasurer, | E. H. Pyle, | " |
| Comptroller, | M. Riebenack, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Tipton Railroad, | Tipton, Pa., | Tipton Run Coal Mines, Pa. | | | 4.41 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $43,250 00 | Capital stock, | $43,250 00 |
| Cash and current assets, | 11,684 26 | Current liabilities, | 1,319 83 |
| | | Profit and loss, | 10,364 43 |
| Grand total, | $54,934 26 | Grand total, | $54,934 26 |

# TRESCKOW RAILROAD COMPANY.

Operated by Central Railroad Company of New Jersey.
Date of organization: May 26, 1870.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| E. W. Clark, Jr., ..... | Philadelphia, Pa. | Henry P. McKean, ... | Philadelphia, Pa. |
| Francis R. Cope, ..... | " | George B. Harris, ..... | " |
| Samuel Dickson, ..... | " | Erastus Hill, ..... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Lewis A. Riley, ..... | Philadelphia, Pa. |
| Vice President, ..... | George B. Harris, ..... | " |
| Secretary and Treasurer, ..... | H. F. Baker, ..... | " |
| Auditor, ..... | E. M. Reynolds, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Tresckow Railroad, | Silver Brook, Pa. | Audenreid, Pa., | Central R. R. Co. of N. J. | Lease, ..... | 7.60 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $284,789 76 | Capital stock, ..... | $130,000 00 |
| | | Current liabilities, ..... | 154,789 76 |
| Grand total, ..... | $284,789 76 | Grand total, ..... | $284,789 76 |

# TUSCARORA VALLEY RAILROAD COMPANY.

Date of organization: April, 1891.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| T. S. Moorhead, | Port Royal, Pa. | J. M. Blair, | Port Royal, Pa. |
| J. C. Moorhead, | " | D. C. Moorhead, | " |
| W. Kroft, | " | R. S. Moorhead, | " |
| N. H. Luloff, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board and President. | T. S. Moorhead, | Port Royal, Pa. |
| Vice President, | J. C. Moorhead, | " |
| Secretary, | D. C. Moorhead, | " |
| Treasurer, | J. C. Moorhead, | " |
| Attorney or General Counsel, | W. Scheneyer, | " |
| Auditor, | D. C. Moorhead, | " |
| General Manager, | T. S. Moorhead, | " |
| General Superintendent, | J. C. Moorhead, | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Tuscarora Valley Railroad, | Port Royal, | Blairs Mills, | .27 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $280,172 55 | Capital stock, | $150,000 00 |
| Cost of equipment, | 26,996 00 | Funded debt, | 150,000 00 |
| Cash and current assets, | 532 71 | Current liabilities, | 10,465 48 |
| Profit and loss, | 2,765 22 | | |
| Grand total, | $310,465 48 | Grand total, | $310,465 48 |

# TYLERDALE CONNECTING RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Robert Finney, | Pittsburg, Pa. | E. B. Taylor, | Pittsburg, Pa. |
| W. M. Kennedy, | " | J. J. Turner, | " |
| R. E. McCarty, | " | C. W. Woolford, | Baltimore, Md. |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Tylerdale Connecting Railroad. | West Washington, Pa. | Tylerdale, Pa., | Baltimore & Ohio R. R. Co. | ..... | 1.32 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $49,764 34 | Capital stock, | $25,000 00 |
| | | Current liabilities, | 24,764 34 |
| Grand total, | $49,764 34 | Grand total, | $49,764 34 |

# UNION RAILROAD COMPANY.

Date of organization: July 2, 1894.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. H. Reed, | Pittsburg, Pa. | D. G. Kerr, | Pittsburg, Pa. |
| D. M. Clemson, | " | William J. Post, | " |
| L. C. Bihler, | " | G. W. Kepler, | " |
| W. W. Blackburn, | " | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. H. Reed, | Pittsburg, Pa. |
| Vice President, | D. M. Clemson, | " |
| Secretary, | W. J. Post, | " |
| Treasurer, | G. W. Kepler, | " |
| Auditor, | William J. Post, | " |
| Superintendent, | F. R. McFeatters, | Port Perry, Pa. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Union Railroad Company, | E. Pittsburg, | Streets Run & Cochran, Pa. | 6.45 |
| Allegheny County, | | | 8.43 |
| Slackwater Connecting Railroad Co., | Connection with B. & O. Railroad Co. | Rankin, Pa., | 1.00 |
| Pittsburg, Bessemer and Lake Erie Railroad Co. | North Bessemer, | East Pittsburg, Pa., | 6.93 |
| Total, | | | 22.81 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $7,187,763 90 | Capital stock, | $2,000,000 00 |
| Cost of equipment, | 1,645,662 59 | Funded debt, | 3,150,000 00 |
| Stocks owned, | 160,000 00 | Current liabilities, | 3,329,817 97 |
| Cash and current assets, | 673,319 33 | Real estate mortgages, | 24,000 00 |
| Other assets: | | Accrued interest on funded debt not yet payable, | 52,500 00 |
| Materials and supplies, | 76,925 15 | Profit and loss, | 1,187,353 00 |
| Grand total, | $9,743,670 97 | Grand total, | $9,743,670 97 |

# URSINA AND NORTH FORK RAILWAY COMPANY.

Date of organization: February, 1882.
Under laws of what government or State organized: Pennsylvania.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| George J. Humbert, .... | Connellsville, Pa. | I. T. Huff, ..... | Humbert, Pa. |
| Wilfred Johnson, ..... | New York, N. Y. | Samuel W. Bower, .... | New York, N. Y. |
| Z. Taylor Emery, ..... | " | W. A. Kissam, ..... | " |
| E. H. Reid, ..... | Scottdale, Pa. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Geo. J. Humbert, ..... | Connellsville, Pa. |
| Vice President, ..... | Wilfred Johnson, ..... | New York, N. Y. |
| Secretary, ..... | Samuel W. Bower, ..... | Humbert, Pa. |
| Treasurer, ..... | G. J. Bradish, ..... | " |
| General Manager, ..... | Wilfred Johnson, ..... | |
| General Superintendent, ..... | I. T. Huff, ..... | " |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Ursina and North Fork Railway Co., .... | Ursina Jct., Pa., .... | Edna Mines, Pa., ... | 5.00 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $87,924 59 | Capital stock, ..... | $20,000 00 |
| Cost of equipment, ..... | 12,872 79 | Current liabilities, ..... | 118,225 85 |
| Cash and current assets, ..... | 1,759 45 | | |
| Profit and loss, ..... | 35,669 02 | | |
| Grand total, ..... | $138,225 85 | Grand total, ..... | $138,225 85 |

# VALLEY RAILROAD COMPANY.

Date of organization: May 16, 1901.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Ralph D. Day, | Westline, Pa. | John Redmond, | Westline, Pa. |
| Edmond L. Day, | " | Edward Wilmont, | " |
| Neil Paterson, | " | W. T. Madigan, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Edmond L. Day, | Westline, Pa. |
| Secretary and Treasurer, | Ralph D. Day, | " |
| Auditor, | W. T. Madigan, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Valley Railroad Co., | Day Junction, | West Line, | 1.00 |
| Switches about, | | | .50 |
| Extension road bed abandoned by M. J., K. & R. | Camp Halsey, | Kushequa, | 1.50 |
| Kinzua Hemlock R. R., | West Line, | Camp Halsey, | 7.91 |
| Switches, | | | 1.14 |
| Total, | | | 12.05 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $9,000 00 | Capital stock, | $15,000 00 |
| Cost of equipment, | 13,687 90 | Current liabilities, | 10,417 35 |
| Stocks owned, | 1,600 00 | Profit and loss, | 2,277 72 |
| Cash and current assets, | 1,888 44 | | |
| Other assets: | | | |
| Materials and supplies, | 2,218 73 | | |
| Sundries, | 300 00 | | |
| Grand total, | $27,695 07 | Grand total, | $27,695 07 |

# VALLEY CONNECTING RAILROAD COMPANY.

Date of organization: July 28, 1898.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Samuel McClure, | Sharon, Pa. | Fayette Brown, | Cleveland, O. |
| Edward W. Budd, | " | Harvey H. Brown, | " |
| Chas. F. Philips, | " | Dexter B. Chambers, | " |
| Chas. N. McClure, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel McClure, | Sharon, Pa. |
| Secretary, | Edward W. Budd, | " |
| Treasurer, | Chas. F. Phillips, | " |
| Auditor, | Edward W. Budd, | " |
| General Manager, | Samuel McClure, | " |
| Assistant General Manager, | Chas. F. Phillips, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Valley Connecting Railroad Co., | Northern terminus of the Stewart R. R. Co. in Hickory twp., Mercer co., Pa. | Connection with the Erie and Pittsburg R. R., leased and operated by the Pennsylvania Company in the borough of Sharon, Mercer co., Pa. | .59 |
| | A branch line of railroad from a point in said Hickory township on a line of the N. Y., P. & O. R. R., operated by the Erie R. R. Co. | A point near a blast furnace of Stewart Iron Co., Ltd., where a connection is made with the main line of the said The Valley Connecting R. R. Co. | .27 |
| Total, | | | .86 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $3,600 00 | Capital stock, | $10,000 00 |
| Cost of equipment, | 6,000 00 | Current liabilities, | 16,005 23 |
| Cash and current assets, | 16,005 23 | | |
| Other assets: | | | |
| Materials and supplies, | 400 00 | | |
| Grand total, | $26,005 23 | Grand total, | $26,005 23 |

# WABASH PITTSBURG TERMINAL RAILWAY COMPANY.

Date of organization: May 7, 1904.
Under laws of what government or state organized: Pennsylvania, West Virginia and Ohio.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Geo. A. Beckwith, | Toledo, O. | C. C. McCarthey, | Pittsburg, Pa. |
| A. H. Calef, | Newport, N. Y. | J. H. McClement, | New York, N. Y. |
| F. A. Delano, | Chicago, Ill. | Benj. Nicoll, | " |
| Thos. B. Foley, | Pittsburg, Pa. | J. W. Patterson, | Pittsburg, Pa. |
| Geo. J. Gould, | Newport, N. Y. | William S. Pierce, | New York, N. Y. |
| Laurence Greer, | " | N. P. Ramsey, | Dayton, Ohio. |
| W. D. Holliday, | Pittsburg, Pa. | J. T. Walsh, | Pittsburg, Pa. |
| E. T. Jerey, | Newport, N. Y. | | |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Geo. J. Gould, | New York, N. Y. |
| President, | F. A. Delano, | Chicago, Ill. |
| Vice President, | A. H. Calef, | New York, N. Y. |
| Secretary, | H. B. Hensen, | " |
| Auditor, | W. M. Bonar, | Pittsburg, Pa. |
| Manager, | R. Blickensderfer, | " |
| Superintendent, | H. W. McMaster, | Canton, O. |

## PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Wabash, Pittsburg Terminal Ry. Co., | Pittsburg, Pa., | Pittsburg Jct., Ohio, | 59.90 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $45,663,010 29 | Capital stock, | $10,000,000 00 |
| Cost of equipment, | 16,134 02 | Funded debt, | 47,000,000 00 |
| Stocks owned, | 9,159,740 13 | Current liabilities, | 6,796,831 01 |
| Bonds owned, | 3,500,000 00 | Accrued interest on funded debt not yet payable, | 90,000 00 |
| Other permanent investments: Improvements and extraordinary expenditures, | 1,031,975 24 | Interest accrued on other liabilities, | 36,062 49 |
| Cash and current assets, | 3,629,195 91 | Taxes accrued, | 15,131 32 |
| Other assets: Sundries, | 997 50 | | |
| Profit and loss, | 936,971 73 | | |
| Grand total, | $63,938,024 82 | Grand total, | $63,938,024 82 |

# WASHINGTON AND FRANKLIN RAILWAY COMPANY.

Operated by Western Maryland Railroad Company.
Date of organization: June 10, 1899.
Under laws of what government or state organized: Pennsylvania and Maryland.

## DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| George F. Baer, ..... | Philadelphia, Pa. | William Hunter, ..... | Philadelphia, Pa. |
| George C. Thomas, .... | " | Edwin F. Smith, ..... | " |
| Joseph S. Harris, ..... | " | George Ziegler, ..... | " |

## OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | George F. Baer, ..... | Philadelphia, Pa. |
| Vice President, ..... | W. R. Taylor, ..... | " |
| Secretary, ..... | Richard Tull, ..... | " |
| Comptroller, ..... | George Ziegler, ..... | " |

## PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Washington and Franklin Railway Co. | North Jct., Hagerstown, Md. | Zumbo, Pa., .. | Western Maryland R. R. Co. | Lease, ..... | 19.11 |

## GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $528,297 91 | Capital stock, ..... | $150,000 00 |
| Cash and current assets, ..... | 13,210 76 | Funded debt, ..... | 378,000 00 |
| | | Current liabilities, ..... | 13,508 67 |
| Grand total, ..... | $541,508 67 | Grand total, ..... | $541,508 67 |

# WASHINGTON RUN RAILROAD COMPANY.

Date of organization: April 25, 1895.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. Harry Brown, | Pittsburg, Pa. | E. J. Taylor, | Pittsburg, Pa. |
| John H. Wurtz, | Dawson, Pa. | William Sherrard, | Upper Middletown, Pa. |
| John S. Newmyer, | " | Mark M. Cochran, | Uniontown, Pa. |
| J. Calvin Core, | Vanderbilt, Pa. | N. A. Rist, | Dawson, Pa. |
| Alexander C. Sherrard, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of Board and President, | W. Harry Brown, | Pittsburg, Pa. |
| Vice President, | Mark M. Cochran, | Uniontown, Pa. |
| Secretary and Treasurer, | John H. Wurtz, | Dawson, Pa. |
| General Solicitor, | Mark M. Cochran, | Uniontown, Pa. |
| Attorney or General Counsel, | Mark M. Cochran, | " |
| Auditor, | John W. Gibson, | Dawson, Pa. |
| General Manager, | John S. Newmeyer, | " |
| Chief Engineer, | E. J. Taylor, | Pittsburg, Pa. |
| General Superintendent, | John S. Newmeyer, | Dawson, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Washington Run Railroad, | Layton, Pa., | Star Jct. Branch, | 3.00 |
| | Star Jct. Branch, | Washington Mines, Pa. | 1.00 |
| Total, | | | 4.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $201,354 94 | Capital stock, | $150,000 00 |
| Cost of equipment, | 18,094 43 | Current liabilities, | 2,248 30 |
| Cash and current assets, | 6,813 00 | Profit and loss, | 74,014 07 |
| Grand total, | $226,262 37 | Grand total, | $226,262 37 |

# WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

Date of organization: May 18, 1875.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. J. Brooks, | Pittsburg, Pa. | John P. Green, | Philadelphia, Pa. |
| James McCrea, | " | Julius Le Moyne, | Washington, Pa. |
| Joseph Wood, | " | Jonathan Allison, | " |
| J. J. Turner, | " | J. S. Forsythe, | " |
| L. L. Gilbert, | " | R. F. Downey, | Waynesburg, Pa. |
| John W. Renner, | " | J. C. Garard, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Edward B. Taylor, | Pittsburg, Pa. |
| Vice President, | J. J. Brooks, | " |
| Secretary, | S. B. Liggett, | " |
| Treasurer, | T. H. B. McKnight, | " |
| Auditor, | John W. Renner, | " |
| Superintendent, | C. E. Bower, | Waynesburg, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Waynesburg and Washington R. R., | Waynesburg, Pa., | Washington, Pa., | 28.15 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $149,785 28 | Capital stock, | $200,550 00 |
| Cost of equipment, | 50,764 72 | Current liabilities | 44,075 22 |
| Cash and current assets, | 153,464 12 | Profit and loss, | 109,388 90 |
| Grand total, | $354,014 12 | Grand total, | $354,014 12 |

# WEST CLARION RAILROAD COMPANY.

Operated by Erie Railroad Company.
Date of organization: July 21, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. D. Underwood, ..... | Box No. 839, N. Y. | C. C. Benscoter, ..... | Ridgway, Pa. |
| Joseph Bailey, ..... | Ridgway, Pa. | J. H. Beadle, ..... | " |
| J. F. Gardiner, ..... | New York, N. Y. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Joseph Bailey, ..... | Ridgway, Pa. |
| Vice President, ..... | F. D. Underwood, ..... | P. O. Box 839 New York. |
| Secretary, ..... | G. A. Richardson, ..... | " " |
| Treasurer, ..... | D. W. Bigoney, ..... | " " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| West Clarion R. R. | Brockwayville, | West Clarion Mines. | Erie R. R. Co., .. | ..... | 1.99 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $20,000 00 | Capital stock, ..... | $20,000 00 |
| Grand total, ..... | $20,000 00 | Grand total, ..... | $20,000 00 |

# WESTERN ALLEGHENY RAILROAD COMPANY.

Operated by Bessemer and Lake Erie Railroad Company.
Date of organization: April 2, 1902.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Emmett Queen, | Pittsburg, Pa. | Thos. Morrison, | Pittsburg, Pa. |
| R. Peacock, | " | J. H. Beal, | " |
| J. E. Mitchell, | " | A. H. Eames, | " |
| Thos. Liggett, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Emmett Queen, | Pittsburg, Pa. |
| Vice President, | Thos. Liggett, | " |
| Secretary and Treasurer, | A. H. Eames, | " |
| Attorney or General Counsel, | Reed, Smith, Shaw & Beal, | " |
| Auditor, | J. C. Collier, | " |
| Chief Engineer, | H. T. Porter, | Greenville, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Western Allegheny R. R. | Kaylor, Pa., | Queen Jct., Pa., | B. & L. E. R. R. Co. | | 18.30 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,125,529 84 | Capital stock, | $1,000,000 00 |
| Cost of equipment, | 15,821 63 | Current liabilities, | 159,636 42 |
| Stocks owned, | 25,000 00 | Profit and loss, | 6,715 05 |
| Grand total, | $1,166,351 47 | Grand total, | $1,166,351 47 |

# WESTERN MARYLAND RAILROAD COMPANY.

Date of organization: March 21, 1853.
Under laws of what government or state organized: Maryland and Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| H. C. Deming, | New York, N. Y. | J. H. Hyde, | New York, N. Y. |
| J. W. Gates, | " | F. S. Landstreet, | Baltimore, Md. |
| Edwin Gould, | " | W. H. McIntyre, | New York, N. Y. |
| George J. Gould, | Lakewood, N. J. | Winslow S. Pierce, | " |
| Lawrence Greer, | New York, N. Y. | S. Davies Warfield, | Baltimore, Md. |
| H. B. Henson, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Winslow S. Pierce, | New York, N. Y. |
| Vice President, | F. S. Landstreet, | Baltimore, Md. |
| Vice President, | Lawrence Greer, | New York, N. Y. |
| Secretary, | L. T. Timemrman, | " |
| Treasurer, | J. F. M. Barnes, | Baltimore, Md. |
| General Counsel, | Lawrence Greer, | New York, N. Y. |
| Counsel, | George R. Gaither, | Baltimore, Md. |
| Comptroller, | H. B. Henson, | New York, N. Y. |
| Auditor, | Robert Casson, | Baltimore, Md. |
| Assistant Auditor, | George D. Woodrow, | " |
| Manager, | H. G. Clark, | " |
| Superintendent, | Staunton Ennes, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Western Maryland R. R., | Baltimore Hillen Sta. | Madison street, | .40 |
| | Baltimore Fulton Jct. | Williamsport, Md., | 90.29 |
| | B. & O. R. R. conne | ction at Hagerstown, Md. | 1.01 |
| | N. & W. Ry connecti | on at Hagerstown, Md. | .78 |
| Western Maryland Tidewater R. R., | Walbrook Jct., Md., | Port Covington, Md., | 6.31 |
| Baltimore and Cumberland Valley Ry., | Edgemont, Md., | Penna. State Line, | 3.03 |
| Baltimore and Cumberland Valley R. R. | Maryland State Line, | Waynesboro, Pa., | 4.55 |
| Baltimore and Cumberland Valley R. R. Extension. | Waynesboro, Pa., | Shippensburg, Pa., | 26.52 |
| Potomac Valley Railroad, | P. V. Jct., Md., | Md. & W. Va. State Line. | 13.60 |
| Potomac Valley R. R. of W. Va., | Md. & W. V. State Line. | Cherry Run, W. Va., | .70 |
| Washington and Franklin Ry., | North Junction, Hagerstown, Md. | Zumbro Jct., Pa., | 19.11 |
| Baltimore and Harrisburg Ry., | Emory Grove, Md., | Orrtanna, Pa., | 58.70 |
| | Valley Jct., Pa., | Hanover Jct., Pa., | 6.00 |
| | Intersection, Pa., | Maryland State Line, | 1.30 |
| Baltimore and Harrisburg Ry. (Western Extension). | Orrtanna, Pa., | Highfield, Md., | 15.00 |
| Baltimore and Harrisburg Ry. (Eastern Extension). | Porters, Pa., | York, Pa., | 16.60 |
| Northern Central Railway and Phila., Balto. & Wash'n R. R. | Madison St., Balto., | Fulton Junction, | 2.70 |
| Total, | | | 266.60 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, .... | $46,637,066 96 | Capital stock, ..... | $16,009,400 00 |
| Stocks owned, ..... | 1,525,134 00 | Funded debt, ..... | 41,923,000 00 |
| Other permanent investments, ... | 1,609,235 08 | Current liabilities, ..... | 1,513,609 50 |
| W. M. R. R. first mortgage bonds in treasury, ..... | 3,000 00 | Accrued interest on funded debt not yet payable, ..... | 312,840 00 |
| Cash and current assets, ..... | 1,884,058 56 | Accrued rentals, etc., not yet payable, ..... | 35,670 52 |
| Other assets: | | Leased lines, auxiliary companies, balance correct accounts, ..... | 2,040,295 52 |
| Materials and supplies, ..... | 210,021 75 | | |
| Sundries, ..... | 964,250 00 | | |
| New lines under construction,.... | 7,560,643 26 | | |
| Profit and loss, ..... | 1,441,405 21 | | |
| Grand total, ..... | $61,834,815 54 | Grand total, ..... | $61,834,815 54 |

# WESTERN NEW YORK AND PENNSYLVANIA RAILWAY COMPANY.

Operated by Pennsylvania Railroad Company.
Date of organization: March 18, 1895.
Under laws of what government or state organized: New York and Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. H. Barnes, ..... | Philadelphia, Pa. | J. Rundle Smith, ..... | Philadelphia, Pa. |
| John P. Green, ..... | " | John J. Henry, ..... | " |
| Charles E. Pugh, ..... | " | Pascel P. Pratt, ..... | Buffalo, N. Y. |
| Samuel Rea, ..... | " | Frank L. Bartlett, ... | Olean, N. Y. |
| T. DeWitt Cuyler, ..... | " | Edwin T. Evans, ..... | Buffalo, N. Y. |
| George Wood, ..... | " | N. P. Shortridge, .... | Philadelphia, Pa. |
| George E. Bartol, ..... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | W. H. Barnes, ..... | Philadelphia, Pa. ..... |
| Vice President, ..... | Samuel Rea, ..... | " |
| Secretary, ..... | A. C. Heston, ..... | " |
| Treasurer, ..... | Henry Tatnall, ..... | " |
| General Solicitor, ..... | F. I. Gowen, ..... | " |
| General Counsel, ..... | George V. Massey, ..... | " |
| Comptroller, ..... | M. Riebenack, ..... | " |
| Assistant to Comptroller, ..... | E. A. Stockton, ..... | " |
| Chief Engineer, ..... | W. H. Brown, ..... | |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| Western New York and Penn'a Ry. | Buffalo, N. Y., | Emporium, Pa., | Penn'a R. R. Co., | ontract for 20 years from Aug. 1, 1903. Rental. Net earnings. | 118.42 |
| | Buffalo, N. Y., | Oil City, Pa., | Penn'a R. R. Co., | ..... | 136.28 |
| | Stoneboro, Pa., | Mahoningtown, Pa. | Penn'a R. R. Co., | ..... | 37.62 |
| | Olean, N. Y., | Warren, Pa., | Penn'a R. R. Co., | ..... | 60.05 |
| | Irvineton, Pa., | Oil City, Pa., | Penn'a R. R. Co., | ..... | 50.19 |
| Branch, ..... | Titusville, Pa., | Pioneer, Pa., | Penn'a R. R. Co., | ..... | 8.90 |
| | Tryonville, .... | Lakeville, Pa., | ..... | ..... | 8.43 |
| | Leesburg, ..... | Coal Mines, ... | ..... | ..... | 14.14 |
| Union Terminal R. R. | Buffalo, N. Y., | D., L. and W. crossing, N.Y. | Proprietary Co.'s, | ..... | 2.30 |
| Olean, Bradford & Warren Ry. | Olean Jct., Pa. | Bradford Jct., Pa. | Property operated by P. R. R. Co. under contract. | ..... | 2.29 |
| Bradford Ry., ..... | Bradford, Pa., | Kinzua Jc., Pa. | | ..... | 2.51 |
| Kinzua Ry., ..... | Kinzua, Jc., Pa. | Kinzua, Pa., | | ..... | 14.04 |
| McKean & Buffalo R. R. | Larabee, Pa., | Clermont, Pa., | | ..... | 22.31 |
| Genesee Valley Canal R. R. | Hinsdale, N. Y. | Rochester, N.Y. | | ..... | 98.54 |
| Genesee Valley Terminal R. R. | Terminal, N. Y. | Lincoln Park, N. Y. | | ..... | 2.46 |
| Rochester, N. Y. and Penn'a R. R. | Nunda Jct., Pa. | Swains, N. Y., | | ..... | 12.00 |
| Total, ..... | ..... | ..... | ..... | ..... | 590.53 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $48,876,324 29 | Capital stock, ..... | $20,000,000 00 |
| Cost of equipment, ..... | 3,110,849 15 | Funded debt, ..... | 29,990,000 00 |
| Stocks owned, ..... | 132,257 00 | Current liabilities, ..... | 6,337,072 09 |
| Bonds owned, ..... | 395,008 00 | Real estate mortgages, ..... | 536,157 59 |
| C. & E. suspense, ..... | 415,392 23 | Accrued interest on funded debt not yet payable, ..... | 349,750 00 |
| Cost of Wolf Creek branch, ..... | 419,481 05 | Advances for construction of Wolf Creek branch, ..... | 343,481 05 |
| Cash and current assets, ..... | 639,531 06 | | |
| Profit and loss, ..... | 3,567,628 98 | | |
| Grand total, ..... | $57,556,460 73 | Grand total, ..... | $57,556,460 73 |

# WESTERN WASHINGTON RAILROAD COMPANY.

Operated by Pittsburg, Cincinnati, Chicago and St. Louis Railway Company.
Date of organization: April 9, 1900.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Edward B. Taylor, .... | Pittsburg, Pa. | John W. Renner, ..... | Pittsburg, Pa. |
| J. J. Turner, ..... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Edward B. Taylor, | Pittsburg, Pa. |
| Vice President, | J. J. Turner, | " |
| Secretary, | S. B. Liggett, | " |
| Treasurer, | J. H. B .McKnight, | " |
| Auditor, | John W. Renner, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Western Washington R. R. | Houston, Pa., | Westland, Pa., | Pittsburg, Cincinnati, Chicago and St. Louis Ry. Co. | Rental, | 6.47 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $175,000 00 | Capital stock | $175,000 00 |
| Other assets: | | Current liabilities, | 345 41 |
| Sundries, | 868 75 | Profit and loss, | 523 34 |
| Grand total, | $175,868 75 | Grand total, | $175,868 75 |

# WESTINGHOUSE INTER-WORKS RAILROAD COMPANY.

Date of organization: February 25, 1902.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| William A. Bole, | East Pittsburg, Pa. | William Scott, | Pittsburg, Pa. |
| Gordon Fisher, | Swissvale, Pa. | George C. Smith, | " |
| M. K. Garrett, | Wilkinsburg, Pa. | Edw. D. Seitz, | " |
| E. E. Keller, | East Pittsburg, Pa. | W. D. Uptegraff, | " |
| C. A. Richardson, | Bellevue, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of Board and President, | Geo. C. Smith, | Westinghouse Building, Pittsburg, Pa. |
| Secretary and Treasurer, | W. D. Uptegraff, | Westinghouse Building, Pittsburg, Pa. |
| General Superintendent, | J. C. Bair, | East Pittsburg, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Westinghouse Inter-Works Ry. Co., | | Trafford City, | .50 |
| Westinghouse Inter-Works Ry. Co., | East Pittsburg, | Trafford City, | 4.50 |
| Total, | | | 5.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $84,932 62 | Capital stock, | $100,000 00 |
| Cost of equipment, | 44,732 58 | Current liabilities, | 29,665 20 |
| Grand total, | $129,665 20 | Grand total, | $129,665 20 |

# WEST SIDE BELT RAILROAD COMPANY.

Date of organization: July 23, 1896.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Geo. J. Gould, | New York, N. Y. | E. T. Jeffrey, | New York, N. Y. |
| W. D. Holliday, | Pittsburg, Pa. | W. M. Bonde, | Pittsburg, Pa. |
| F. A. Delano, | Chicago, Ill. | R. Blickensderfer, | " |
| B. A. Worthington, | Pittsburg, Pa. | J. T. Walsh, | " |
| Benj. Nicoll, | New York, N. Y. | W. G. Rock, | " |
| Edwin Gould, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| Chairman of the Board, | Geo. J. Gould, | New York, N. Y. |
| President, | F. A. Delano, | Chicago, Ill. |
| Vice President, | B. A. Worthington, | Pittsburg, Pa. |
| Attorney or General Counsel, | J. C. Boyer, | " |
| Auditor, | W. M. Bonar, | " |
| Manager, | R. Blickensderfer, | " |
| Chief Engineer, | G. T. Barnsley, | " |
| Superintendent, | O. V. Wood, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| West Side Belt R. R. Co., | Pittsburg, Pa., | Clairton, Pa., | 20.70 |
| | Banksville Jct., Pa., | Banksville, Pa., | 1.76 |
| Total, | | | 22.46 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,923,661 45 | Capital stock, | $1,060,000 00 |
| Cost of equipment, | 71,433 05 | Funded debt, | 383,000 00 |
| Other permanent investments, | 1,072,000 00 | Current liabilities, | 87,150 08 |
| Cost of Pittsburg, Akron and Western Railway, | 60,146 94 | Real estate mortgages, | 60,733 33 |
| Lands owned, | 174,270 20 | Accrued interest on funded debt not yet payable, | 6,383 33 |
| Cash and current assets, | 60,546 81 | Advanced by stockholders, | 2,329,515 19 |
| Other assets. | | Sundries, suspense accounts unadjusted, | 32,215 52 |
| Materials and supplies, | 1,379 98 | | |
| Sundries, | 526 26 | | |
| Payments made contractors on new construction estimates, | 559,638 24 | | |
| Profit and loss, | 50,455 47 | | |
| Grand total, | $3,979,047 40 | Grand total, | $3,979,047 40 |

# WHEELING, PITTSBURGH AND BALTIMORE RAILROAD COMPANY.

Operated by Baltimore and Ohio Railroad Company.
Date of organization: April 5, 1887.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. A. Cheyne, | Pittsburg, Pa. | George T. Oliver, | Pittsburg, Pa. |
| B. W. Duer, | " | Oscar G. Murray, | Baltimore, Md. |
| Robert Finney, | " | C. W. Woolford, | " |
| W. M. Kennedy, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Oscar G. Murray, | Baltimore, Md. |
| Vice President, | W. M. Kennedy, | Pittsburg, Pa. |
| Secretary, | C. W. Woolford, | Baltimore, Md. |
| Treasurer, | J. V. McNeal, | " |
| Auditor, | J. L. Kirk, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what Kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Wheeling, Pittsburg and Baltimore R. R. | Wheeling Jct., Pa. | Wheeling, W. Va. | Balto. & Ohio R. R. Co. | Ownership, | 62.43 |
| Branches & Spurs, Riverside Transfer. | Riverside, Pa., | West Homestead, Pa. | Balto. & Ohio R. R. Co. | Ownership, | .80 |
| Total, | | | | | 63.23 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $9,256,862 13 | Capital stock, | $5,500,000 00 |
| Profit and loss, | 2,932,887 67 | Funded debt, | 5,500,000 00 |
| | | Current liabilities, | 1,189,749 80 |
| Grand total, | $12,189,749 80 | Grand total, | $12,189,749 80 |

# WILKES-BARRE RAILROAD COMPANY.

Operated by Lackawanna and Wyoming Valley Railroad Company.
Date of organization: January 6, 1904.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| George C. Smith, | Pittsburg, Pa. | Carl M. Vail, | New York, N. Y. |
| Thomas F. Penman, | Scranton, Pa. | W. W. Churchill, | " |
| Henry J. Conant, | New York, N. Y. | Charles F. Conn, | Scranton. |
| M. E. McDonald, | Scranton, Pa. | H. B. Gill, | Philadelphia, Pa. |
| Charles C. Mattes, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | George C. Smith, | Pittsburg, Pa. |
| Vice President, | Charles F. Conn, | Scranton, Pa. |
| Secretary, | Charles F. Conn, | " |
| Treasurer, | Carl M. Vail, | New York, N. Y. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Wilkes-Barre R. R. Co. | Point near mouth of Mill Creek in city of Wilkes-Barre. | Market St. in said city. | Lackawanna and Wyoming Valley Railroad Co. | Lease, | 1.87 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,000,000 00 | Capital stock, | $250,000 00 |
| | | Funded debt, | 750,000 00 |
| Grand total, | $1,000,000 00 | Grand total, | $1,000,000 00 |

## WILKES-BARRE AND EASTERN RAILROAD COMPANY.

Date of organization: April 19, 1892.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| J. L. Welsh, | Philadelphia, Pa. | W. W. Inglis, | Scranton, Pa. |
| C. V. Merrick, | Bradford, Pa. | D. Willard, | New York, N. Y. |
| F. D. Underwood, | New York, N. Y. | Joseph Bailey, | Brockwayville, Pa. |
| Charles Steele, | " | G. A. Richardson, | New York, N. Y. |
| W. A. May, | Scranton, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | J. Lowber Welsh, | Philadelhia, Pa. |
| First Vice President, | F. Underwood, | New York, N. Y. |
| Second Vice President, | D. Willard, | " |
| Secretary, | G. A. Richardson, | " |
| Treasurer, | D. W. Bigoney, | " |
| Comptroller, | M. P. Blauvelt, | " |
| Superintendent, | M. E. Johns, | Jersey City, N. J. |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Wilkes-Barre and Eastern Railroad, .. | Stoudsburg, Pa., .... | Wilkes-Barre, Pa., .. | 65.00 |
| Westminster Branch, ..... | Westminster Jct., Pa. | Everhart, Pa., ..... | .46 |
| Susquehanna Connecting Railroad, .... | Paddy's Land, Pa.,.. | Minooka, Pa., ..... | 9.80 |
| | Priceville, Pa., ..... | Winton, Pa., ..... | 4.41 |
| | Winton, Pa., ..... | Rushbrook Brk'r, Pa. | .80 |
| | Spencer, Pa., ..... | Spencer Breaker, Pa., | .80 |
| | Murray, Pa., ..... | Murray Breaker, Pa., | .54 |
| | Winton, Pa., ..... | Winton and Dolph Breaker, Pa. | 2.29 |
| | Sibley, Pa., ..... | Sibley Breaker, Pa., | .80 |
| | Sibley Jct., Pa., .... | Jermyn No. 2 Breaker. | 1.35 |
| | Priceville Jct., Pa., . | Jermyn No. 3 Breaker, | .97 |
| Total, ..... | ..... | ..... | 86.85 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road and equipment, .... | $6,000,000 00 | Capital stock, ..... | $2,000,000 00 |
| N. Y., S. & W. R. R. Co.,..... | 21,370 00 | Funded debt, ..... | 3,000,000 00 |
| | | Accrued interest on funded debt not yet payable, ..... | 14,500 00 |
| | | Accrued rental, ..... | 6,870 00 |
| Grand total, ..... | $6,021,370 00 | Grand total, ..... | $6,021,370 00 |

# WILKES-BARRE AND HARVEY'S LAKE RAILROAD COMPANY.

Operated by Lehigh Valley Railroad Company.
Date of organization: September 24, 1885.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| David G. Baird, ..... | Beverly, N. J. | J. W. Platten, ..... | Philadelphia, Pa. |
| E. A. Albright, ..... | Roselle, N. J. | W. C. Alderson, ..... | " |
| E. T. Stotesbury, ..... | Philadelphia, Pa. | H. S. Drinker, ..... | Haverford, Pa. |
| J. A. Middleton, ..... | New York, N. Y. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Eben B. Thomas, | Philadelphia, Pa. |
| Vice President, | J. W. Platten, | " |
| Secretary, | D. G. Baird, | " |
| Treasurer, | Wm. C. Alderson, | " |
| General Solicitor, | Henry S. Drinker, | New York City. |
| General Auditor, | G. N. Wilson, | Philadelphia, Pa. |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Wilkes-Barre and Harvey's Lake R. R. Co. | Luzerne, Pa., | Shawanees Lake. | L. V. R. R. Co., | Stock ownership. | 14.16 |
| Branches & spurs, | | | | | .94 |
| Total, | | | | | 15.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $355,861 23 | Capital stock, | $150,000 00 |
| | | Current liabilities, | 205,861 23 |
| Grand total, | $355,861 23 | Grand total, | $355,861 23 |

# WILKES-BARRE AND HAZLETON RAILWAY COMPANY.

Date of organization: December 13, 1899.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Alvan Markle, | Hazleton, Pa. | W. C. Gayley, | Hazleton, Pa. |
| C. B. Houck, | " | George W. Thompson, | " |
| D. T. Evans, | " | L. T. Connor, | " |
| J. W. Cullin, | " | N. C. Yost, | " |
| F. L. Snyder, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | A. Markle, | Hazleton, Pa. |
| Vice President, | C. B. Houck, | " |
| Secretary, | D. T. Evans, | " |
| Treasurer, | N. C. Yost, | " |
| General Solicitor, | George R. Bedford, | Wilkes-Barre, Pa. |
| Comptroller, | C. J. Kirschner, | Hazleton, Pa. |
| General Manager, | A. Markle, | " |
| General Superintendent, | C. B. Houck, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Wilkes-Barre Railway Co., | Hazle Park, | Ashley Jct., | 26.00 |
| Lehigh Traction Co., | Hazle Park, | Hazleton, | 1.25 |
| Total, | | | 27.25 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,529,711 39 | Capital stock, | $1,500,000 00 |
| Cost of equipment, | 89,539 08 | Funded debt, | 1,500,000 00 |
| Franchises, | 1,500,000 00 | Current liabilities, | 58,606 87 |
| Cash and current assets, | 15,383 68 | W. B. & H. Railroad Co., | 27,500 00 |
| Materials and supplies, | 2,996 92 | Profit and loss, | 42,029 16 |
| Grand total, | $3,138,126 03 | Grand total, | $3,128,126 03 |

# WILKES-BARRE AND SCRANTON RAILWAY COMPANY.

Operated by Central Railroad Company of New Jersey.
Date of organization: September 8, 1886.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Joseph S. Harris, | Philadelphia, Pa. | George B. Harris, | Philadelphia, Pa. |
| Francis R. Cope, | " | H. F. Baker, | " |
| Erastus Hill, | " | Charles A. Ross, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Lewis A. Riley, | Philadelphia, Pa. |
| Vice President, | George B. Harris, | " |
| Secretary and Treasurer, | H. F. Baker, | " |
| Auditor, | E. M. Reynolds, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Wilkes-Barre and Scranton Railway. | Minooka Jct., Pa. | Scranton, Pa., | Central R. R. of New Jersey. | Lease, | 4.37 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,089,687 31 | Capital stock, | $500,000 00 |
| | | Funded debt, | 500,000 00 |
| | | Current liabilities, | 89,687 31 |
| Grand total, | $1,089,687 31 | Grand total, | $1,089,687 31 |

# WILLIAMSPORT AND NORTH BRANCH RAILROAD COMPANY.

Date of organization: September 1, 1882.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| S. D. Townsend, | Hughesville, Pa. | H. H. Farrier, | Jersey City, N. J. |
| B. Harry Welch, | " | H. E. Adams, | New York, N. Y. |
| C. William Woddrop, | New York, N. Y. | Seth T. McCormick, | Williamsport, Pa. |
| Charles E. Mosser, | Hughesville, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | S. D. Townsend, | Hughesville, Pa. |
| First Vice President, | Horace H. Farrier, | Jersey City, N. J. |
| Second Vice President, | C. William Woddrop, | New York, N. Y. |
| Secretary and Treasurer, | H. C. Adams, | " |
| General Auditor, | Charles E. Mosser, | Hughesville, Pa. |
| General Manager, | S. D. Townsend, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Williamsport and North Branch R. R., | Halls, Pa., | Satterfield, Pa., | 44.40 |
| Bernice Branch, | Birch Creek Jct., Pa., | Bernice, Pa., | 1.60 |
| Breaker Siding Branch, | L. V. R. R. Intersection. | Murrays Colliery, Pa. | 2.00 |
| Eagles Mere Railroad, | Sonestown, Pa., | Eagles Mere Park, Pa. | 10.00 |
| | Intersection, | Loyalsock Jct., Pa., | .07 |
| State Line and Sullivan R. R., | Satterfield, Pa., | Bernice, Pa., | 3.01 |
| Lehigh Valley Railroad, | Bernice, Pa., | Breaker Siding Intersection. | 2.07 |
| State Line and Sullivan R. R., | Satterfield, Pa., | Monroeton, Pa., | 20.08 |
| Susquehanna and New York R. R., | Monroeton, Pa., | Towanda, Pa., | 5.08 |
| Total, | | | 88.21 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,761,341 66 | Capital stock, | $1,325,262 00 |
| Cost of equipment, | 80,466 01 | Funded debt, | 605,000 00 |
| Stocks owned, | 4,950 00 | Current liabilities, | 64,395 04 |
| Other permanent investments, | 19,181 00 | Profit and loss, | 58,265 97 |
| Lands owned, | 40,350 94 | | |
| Cash and current assets, | 41,508 76 | | |
| Other assets: | | | |
| Equipment trusts, | 75,000 00 | | |
| Materials and supplies, | 14,055 19 | | |
| Sundries, | 16,669 45 | | |
| Grand total, | $2,053,523 01 | Grand total, | $2,053,523 01 |

# WILLIAMS VALLEY RAILROAD COMPANY.

Date of organization: September 19, 1891.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| C. M. Kaufman, | Tower City, Pa. | A. L. Pritchard, | Williamstown, Pa. |
| E. F. Philips, | " | Edward Lebo, | Lykens, Pa. |
| H. F. Bressler, | " | M. F. Moyer, | " |
| Amos Lebo, | Williamstown, Pa. | Isaac Mossop, | Wiconisco, Pa. |
| J. W. Durbin, | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | C. M. Kaufman, | Tower City, Pa. |
| Secretary, | Isaac Mossop, | " |
| Treasurer, | E. F. Philips, | " |
| General Manager, | C. M. Kaufman, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Williams Valley R. R., | Brookside, | Lykens, Pa., | 12.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $189,761 58 | Capital stock, | $90,000 00 |
| Cost of equipment, | 14,000 00 | Funded debt, | 120,000 00 |
| Cash and current assets, | 15,610 09 | Current liabilities, | 5,926 22 |
| | | Profit and loss, | 3,445 45 |
| Grand total, | $219,371 67 | Grand total, | $219,371 67 |

# WILMINGTON AND NORTHERN RAILROAD COMPANY.

Operated by Philadelphia and Reading Railway Company.
Date of organization: July 18, 1877.
Under laws of what government or state organized: Pennsylvania and Delaware.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| H. A. Du Pont, | Wilmington, Del. | George F. Baer, | Reading, Pa. |
| George Brooke, | Birdsboro, Pa. | Theodore Voorhees, | Philadelphia, Pa. |
| A. L. Foster, | Montchanin, Pa. | C. E. Henderson, | " |
| A. F. Huston, | Coatesville, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | H. A. Du Pont, | Philadelphia, Pa. |
| Secretary, | E. B. Shurter, | " |
| Treasurer, | Richard Tull, | " |
| Comptroller, | George Ziegler, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| Wilmington and Northern R. R. Co. | Wilmington, Del. | Highs Jct., Pa., | Phila. and Reading Ry. Co. | ..... | 33.41 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $1,939,575 74 | Capital stock, ..... | $1,500,000 00 |
| Cost of equipment, ..... | 411,659 51 | Funded debt, ..... | 776,000 00 |
| Cash and current assets, ..... | 10,271 63 | Current liabilities, ..... | 33,106 33 |
| | | Real estate mortgages, ..... | 25,000 00 |
| | | Accrued interest on funded debt not yet payable, ..... | 4,858 33 |
| | | Profit and loss, ..... | 17,542 22 |
| Grand total, ..... | $2,361,506 88 | Grand total, ..... | $2,361,506 88 |

# WINFIELD RAILROAD COMPANY.

Date of organization: September 25, 1900.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| F. W. McKee, ..... | Pittsburgh, Pa. | B. G. Bealor, ..... | Aspinwall, Pa. |
| M. P. McKee, ..... | " | A. W. Duff, ..... | Wilkinsburg, Pa. |
| W. E. Carnahan, ..... | " | E. L. Devore, ..... | Pittsburg, Pa. |
| Sion B. Smith, ..... | Bellevue, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | F. W. McKee, ..... | Pittsburg, Pa. |
| Vice President, ..... | W. E. Carnahan, ..... | " |
| Secretary and Treasurer, ..... | Sion B. Smith, ..... | " |
| General Manager, ..... | B. G. Bealor, ..... | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Winfield Railroad Co., | West Winfield, | Denny's Mills, | .80 |
| Winfield Branch of West Penn R. R., | Winfield Jct., | West Winfield, | 8.30 |
| Butler Branch of West Penn R. R., | Butler Jct., | Winfield Jct., | 3.90 |
| Total, | | | 12.00 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $21,020 78 | Capital stock, | $10,000 00 |
| Cost of equipment, | 6,268 44 | Current liabilities, | 18,677 94 |
| Other investments: | | Profit and loss, | 3,015 15 |
| Charter, | 209 79 | | |
| Cash and current assets, | 4,068 26 | | |
| Other assets: | | | |
| Materials and supplies, | 125 82 | | |
| Grand total, | $31,693 09 | Grand total, | $31,693 09 |

# WYOMING AND POND CREEK RAILROAD COMPANY.

Date of organization: November 9, 1897.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. |
|---|---|
| Robert C. Hill, | 143 Liberty Street, New York, N. Y. |
| P. C. Madeira, | North American Building, Philadelphia, Pa. |
| J. Edmonds, | " " |
| M. F. Sacks, | 65 North Main Street, Pittston, Pa. |
| J. D. Thomas, | Zehner, Pa. |
| M. Schlosser, | Pittston, Box M, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | W. G. Thomas, | Pittston, Pa. |
| Vice President, | Robert C. Hill, | New York, N. Y. |
| Secretary and Treasurer, | M. Schlosser, | Pittston, Pa. |
| General Superintendent, | J. D. Thomas, | Zehner, Pa. |

PROPERTY OPERATED.

| Name. | Terminals. From— | Terminals. To— | Miles of line for each road named. |
|---|---|---|---|
| Wyoming and Pond Creek Railroad Co., | Sandy Run Jct., ..... | Pond Creek Colliery,. | 1.80 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, ..... | $15,100 00 | Capital stock, ..... | $15,100 00 |
| Cash and current assets, ..... | 88 66 | Real estate mortgage, ..... | 5,706 30 |
| Profit and loss, ..... | 5,617 64 | | |
| Grand total, ..... | $20,806 30 | Grand total, ..... | $20,806 30 |

# YORK, HANOVER AND FREDERICK RAILROAD COMPANY.

Operated by Northern Central Railway Company.
Date of organization: March 1, 1897.
Under laws of what government or state organized: Pennsylvania and Maryland.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John P. Green, ..... | Philadelphia, Pa. | Geo. C. Wilkins, ..... | Baltimore, Md. |
| Wm. A. Patton, ..... | " | Geo. P. Smyser, ..... | York, Pa. |
| N. P. Shortridge, ..... | " | M. E. Doll, ..... | Frederick, Md. |
| Samuel Rea, ..... | " | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, ..... | Samuel Rea, ..... | Philadelphia, Pa. |
| Secretary, ..... | S. W. White, ..... | " |
| Treasurer, ..... | Taber Ashton, ..... | " |
| Comptroller, ..... | M. Riebenack, ..... | " |
| Chief Engineer, ..... | W. H. Brown, ..... | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. From— | Terminals. To— | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| York, Hanover & Frederick R. R. | York, Pa., .... | Frederick, Md., | Northern Central Ry. Co. | Resolutions of Board. | 55.65 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $550,000 00 | Capital stock, | $400,000 00 |
| Construction suspense account, | 5,176 56 | Funded debt, | 150,000 00 |
| Profit and loss, | 113,706 38 | Current liabilities, | 117,882 94 |
| | | Accrued interest on funded debt not yet payable, | 1,000 00 |
| Grand total, | $668,882 94 | Grand total, | $668,882 94 |

# YORK, HANOVER AND ROWENNA RAILROAD COMPANY.

Operated by Pennsylvania Railroad Company as agent.
Date of organization: November 28, 1902.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| John P. Green, | Rosemont, Pa. | George Wood, | Philadelphia, Pa. |
| Chas. E. Pugh, | Philadelphia, Pa. | W. A. Patton, | Radnor, Pa. |
| W. H. Barnes, | " | Thos. De Witt Cuyler, | Philadelphia, Pa. |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Samuel Rea, | Philadelphia, Pa. |
| Secretary, | Lewis Neilson, | " |
| Treasurer, | Taber Ashton, | " |
| Comptroller, | M. Riebenack, | " |
| Chief Engineer, | W. H. Brown, | " |

PROPERTY LEASED OR OTHERWISE ASSIGNED FOR OPERATION.

| Name. | Terminals. | | By what Company Operated. | Under what kind of contract operated. | Miles of line. |
|---|---|---|---|---|---|
| | From— | To— | | | |
| York Haven and Rowenna R. R. | Wago Jct., | Shocks Mills, Pa. | Penna. R. R. Co., | | 5.64 |

22—8—1905

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $1,339,993 23 | Capital stock, | $100,000 00 |
| Cash and current assets, | 27,615 37 | Funded debt, | 1,200,000 00 |
| | | Current liabilities, | 41,559 98 |
| | | Profit and loss, | 26,048 63 |
| Grand total, | $1,367,608 60 | Grand total, | $1,367,608 60 |

# YOUGHIOGHENY NORTHERN RAILWAY COMPANY.

Operated by Pittsburg, McKeesport and Youghiogheny Railroad Company.
Date of organization: August 16, 1881.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| Thomas Lynch, | Greensburg, Pa. | D. M. Clemson, | Pittsburg, Pa. |
| W. E. Cory, | New York. | A. C. Dinkey, | " |
| E. H. Gary, | " | D. H. Coble, | " |
| W. W. Blackburn, | Pittsburg, Pa. | | |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | Thomas Lynch, | Greensburg, Pa. |
| Secretary, | D. H. Coble, | Pittsburg, Pa. |
| Treasurer, | Phillip Keller, | Braddock Twp., Pa. |
| Attorney or General Counsel, | W. F. McCook, | Pittsburg, Pa. |
| Auditor, | C. P. Parker, | " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Youghiogheny Northern Ry. Co., | Broad Ford, | Summit, | 1.92 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $400,000 00 | Capital stock, | $400,000 00 |
| Cash and currrent assets, | 14,407 54 | Current liabilities, | 3,200 00 |
| | | Profit and loss, | 11,207 54 |
| Grand total, | $414,407 54 | Grand total, | $414,407 54 |

# YOUGHIOGHENY AND WICK HAVEN RAILROAD COMPANY.

Date of organization: September 18, 1893.
Under laws of what government or state organized: Pennsylvania.

DIRECTORS.

| Names. | Official Address. | Names. | Official Address. |
|---|---|---|---|
| W. R. Woodford, | Pittsburg, Pa. | A. M. Neeper, | Pittsburg, Pa. |
| J. D. Nicholson, | " | F. J. Le Moyne, | " |

OFFICERS.

| Title. | Name. | Official Address. |
|---|---|---|
| President, | F. L. Robbins, | 232 Fifth Ave., Pittsburg |
| Vice President, | W. R. Woodford, | " " |
| Secretary, | F. J. Le Moyne, | " " |
| Treasurer, | F. M. Wallace, | " " |
| General Solicitor, | A. M. Neeper, | " " |
| Auditor, | J. B. L. Hornberger, | " " |
| Chief Engineer, | E. J. Taylor, | " " |

PROPERTY OPERATED.

| Name. | Terminals. | | Miles of line for each road named. |
|---|---|---|---|
| | From— | To— | |
| Youghiogheny and Wick Haven R. R. Co. | | | .44 |

GENERAL BALANCE SHEET.

| Assets. | Total. | Liabilities. | Total. |
|---|---|---|---|
| Cost of road, | $18,178 57 | Capital stock, | $18,000 00 |
| | | Profit and loss, | 178 57 |
| Grand total, | $18,178 57 | Grand total, | $18,178 57 |

# STREET RAILWAY REPORT.

## ALLEGHENY TRACTION COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: August 7, 1889.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Fred. Gwinner, President, | Allegheny, Pa. |
| A. M. Neeper, Secretary and Treasurer, | Pittsburg, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Fred. Gwinner, | Allegheny, Pa. |
| Joshua Rhoades, | Pittsburg, Pa. |
| A. M. Neeper, | " |
| J. D. Nicholson, | " |
| W. I. Musten, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment | $378,999 93 | Capital stock, common, | $500,000 00 |
| Other permanent investments as follows: | | Funded debt, | 750,000 00 |
| Property and franchises acquired, | 1,085,000 00 | Surplus, | 356,258 36 |
| Lease Transverse Passenger Railway Co., | 139,114 65 | | |
| Current assets as follows: | | | |
| Cash, | 1,030 45 | | |
| Accounts receivable, | 2,113 33 | | |
| Total, | $1,606,258 36 | Total, | $1,606,258 36 |

## ALLEGHENY, BELLEVUE AND PERRYSVILLE RAILWAY COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: February 16, 1905.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James D. Callery, President, | Pittsburg, Pa. |
| W. B. Carson, Secretary, | " |
| C. J. Braun, Jr., Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery, | Pittsburg, Pa. |
| C. S. Mitchell, | " |
| W. B. Carson, | " |
| C. J. Braun, Jr., | " |
| J. L. Foster, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $514,572 05 | Capital stock, common, | $500,000 00 |
| Current assets as follows: | | Funded debt, | 500,000 00 |
| Accounts receivable, | 435,427 95 | | |
| Deficit, | 50,000 00 | | |
| Total, | $1,000,000 00 | Total, | $1,000,000 00 |

# ADAMSTOWN AND MOHNSVILLE ELECTRIC RAILWAY COMPANY.

Operated by the United Traction Company.

Date of charter: June 15, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Remi Remont, President, | Philadelphia, Pa. |
| W. A. Rosen, Secretary and Treasurer, | " |
| A. Dunlap, Superintendent, | Reading, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Remi Remont, | Philadelphia, Pa. |
| Wm. S. Bell, | " |
| T. W. Grookett, Jr., | " |
| W. A. Rosen, | " |
| John W. Goodwin, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of road and equipment, ..... | $145,759 42 | Capital stock, common, ..... | $75,000 00 |
| Current assets as follows, viz: | | Funded debt, ..... | 75,000 00 |
| Cash on hand, ..... | 4,750 03 | Current liabilities as follows, viz: | |
| | | Taxes accrued and not yet due, | 19 08 |
| | | Surplus, ..... | 490 37 |
| Grand total, ..... | $150,509 45 | Grand total, ..... | $150,509 45 |

# ALLENTOWN AND READING TRACTION COMPANY.

Date of charter: April 25, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. E. Ahrens, President, ..... | Reading, Pa. |
| Geo. B. Schaeffer, Treasurer, ..... | Mauch Chunk, Pa. |
| Asa R. Beers, Secretary, ..... | Reading, Pa. |
| I. S. Ruth, Superintendent, ..... | Allentown, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| H. E. Ahrens, ..... | Reading, Pa. |
| W. D. Mohn, ..... | Mohnsville, Pa. |
| Asa R. Beers, ..... | Mauch Chunk, Pa. |
| Saul K. Hoffman, ..... | Hamburg, Pa. |
| P. L. Diener, ..... | " |
| F. R. Wagner, ..... | " |
| John M. Kutz, ..... | Mahanoy, Pa. |
| Jas. S. Ahrens, ..... | Reading, Pa. |
| Geo. B. Schaeffer, ..... | " |
| Geo. H. Gerber, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $1,083,690 25 | Capital stock, common, ..... | $250,000 00 |
| Current assets as follows: | | Funded debt, ..... | 550,000 00 |
| Cash, ..... | 1,190 60 | Current liabilities as follows: | |
| Deficit, ..... | 34,654 14 | Loans and notes payable, .... | 166,607 03 |
| | | Accounts payable, ..... | 2,707 13 |
| | | Accrued liabilities as follows: | |
| | | Interest on funded debt accrued and not yet due, ..... | 18,750 00 |
| | | Miscellaneous, ..... | 131,470 83 |
| Total, ..... | $1,119,534 99 | Total, ..... | $1,119,534 99 |

# ALLENTOWN AND SLATINGTON STREET RAILWAY COMPANY.

Operated by Lehigh Valley Traction Company.

Date of charter: December 1, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Hugh E. Crilly, President, | Allentown, Pa. |
| Francis S. Kreitz, Secretary, | " |
| John L. Schwartz, Treasurer, | " |
| W. S. Hall, General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Hugh E. Crilly, | Allentown, Pa. |
| R. E. Wright, | " |
| Patrick F. Cannon, | " |
| Francis S. Kreitz, | " |
| John L. Schwartz, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $740,000 00 | Capital stock, common, | $240,000 00 |
| Deficit, | 20,000 00 | Funded debt, | 500,000 00 |
| | | Current liabilities as follows: Matured interest on funded debt unpaid, | 20,000 00 |
| Total, | $760,000 00 | Total, | $760,000 00 |

# ALTOONA AND LOGAN VALLEY ELECTRIC RAILWAY COMPANY.

Date of charter: August 5, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. J. Sullivan, President, | 909 Witherspoon Bldg, Philadelphia, Pa. |
| C. L. S. Tingley, Secretary and Treasurer, | " " |
| S. S. Cramer, General Superintendent, | Altoona, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. J. Sullivan, | Philadelphia, Pa. |
| Wm. F. Harrity, | Overbrook, Pa. |
| C. L. S. Tingley, | St. Davids, Pa. |
| Henry J. Crowley, | Philadelphia, Pa. |
| Walter J. Perkins, | " |
| Frank J. Pryor, | " |
| John Lloyd, | Altoona, Pa. |
| W. V. Hughes, | " |
| M. H. Candor, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $3,992,391 86 | Capital stock, common, | $1,500,000 00 |
| Stocks and bonds of other companies, | 113,750 00 | Funded debt, | 4,470,500 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 12,688 23 | Accounts payable, | 22,502 07 |
| Accounts receivable, | 403,681 37 | Outstanding tickets, | 2,377 16 |
| Material and supplies, | 25,514 64 | Accrued liabilities as follows: | |
| Unexpired insurance, | 2,678 13 | Taxes accrued and not yet due, | 13,089 78 |
| Unissued consolidated mortgage 4½ per cent. bonds with interest, | 1,500,000 00 | Interest on funded debt accrued and not yet due, | 42,187 50 |
| | | Surplus, | 47 72 |
| Total, | $6,050,704 23 | Total, | $6,050,704 23 |

# ARDMORE AND LLANERCH STREET RAILWAY COMPANY.

Operated by Philadelphia and West Chester Traction Company.

Date of charter: June 18, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. M. Taylor, President, | 610 Arcade Building, Philadelphia, Pa. |
| H. H. Aikens, Secretary, | " " |
| C. L. Rihl, Treasurer, | " " |
| Wm. G. Woolfolk, Superintendent, | Llanerch, Delaware County, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Samuel H. Austin, Jr., | Bellevue Stratford, Philadelphia, Pa. |
| Horace A. Doan, | Broad and Chestnut Sts., Philadelphia, Pa. |
| A. A. Hirst, | 211 South Sixth St., Philadelphia, Pa. |
| John Sellers, Jr., | 16th and Hamilton Sts., Philadelphia, Pa. |
| A. M. Taylor, | 610 Arcade Building, Philadelphia, Pa. |
| Wm. S. Taylor, | 810 Arcade Building, Philadelphia, Pa. |
| Wm. C. Alderson, | 228 South Third St., Philadelphia, Pa. |
| Charles S. Hinchman, | 902 Provident Building, Philadelphia, Pa. |
| Howard Sellers, | 63rd and Market Sts., Philadelphia, Pa. |
| C. C. Taylor, | 612 Arcade Building, Philadelphia, Pa. |
| Joseph R. Wainwright, | 1635 Spruce St., Philadelphia, Pa. |
| Parker S. Williams, | 711 Arcade Building, Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $171,505 95 | Capital stock, common, ..... | $178,250 02 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, ..... | 9,302 97 | Accounts payable, ..... | 2,558 90 |
| Total, ..... | $180,808 92 | Total, ..... | $180,808 92 |

# ASHLAND AND CENTRALIA ELECTRIC RAILWAY COMPANY.

Operated by Shamokin and Mount Carmel Electric Railway Company.

Date of charter: June 12, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Thomas M. Righter, President, ..... | Mount Carmel, Pa. |
| Israel G. Erb, Secretary and Treasurer, ..... | Lititz, Pa. |
| George M. Smith, Manager, ..... | Mount Carmel, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Henry S. Snavely, ..... | Lancaster Junction, Pa. |
| Israel G. Erb, ..... | Lititz, Pa. |
| C. Smith, ..... | Annville, Pa. |
| Morris Williams, ..... | Philadelphia, Pa. |
| Voris Autan, ..... | Mt. Carmel, Pa. |
| Wm. A. Maur, ..... | Ashland, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $123,481 73 | Capital stock, common, ..... | $60,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 60,000 00 |
| | | Current liabilities as follows: | |
| A. & C. Elec. Ry. Co., 4 per cent. bonds, ..... | 4,500 00 | Loans and notes payable, ..... | 3,481 73 |
| | | Surplus, ..... | 5,610 54 |
| Current assets as follows: | | | |
| Cash, ..... | 1,110 54 | | |
| Total, ..... | $129,092 27 | Total, ..... | $129,092 27 |

# BANGOR AND PORTLAND TRACTION RAILWAY COMPANY.

Date of charter: May 26, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| B. F. Dilliard, President, | East Bangor, Pa. |
| George Rasely, Secretary, | Mt. Bethel, Pa. |
| John I. Miller, Treasurer, | Portland, Pa. |
| Milford Bray, General Superintendent, | East Bangor, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| B. F. Dilliard, | East Bangor, Pa. |
| Wm. Bray, | " |
| Geo. H. Mutton, | " |
| Chas. Shuman, | Bath, Pa. |
| R. J. Gruver, | Mt. Bethel, Pa. |
| J. I. Miller, | Portland, Pa. |
| J. I. Johnson, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $260,000 00 | Capital stock, common, | $130,000 00 |
| Current assets as follows: | | Funded debt, | 130,000 00 |
| Cash, | 2,494 42 | Current liabilities as follows: | |
| | | Accounts payable, | 1,814 16 |
| | | Surplus, | 680 26 |
| Total, | $262,494 42 | Total, | $262,494 42 |

# BEAVER VALLEY TRACTION COMPANY.

Date of charter: June 29, 1891.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James D. Callery, President, | Pittsburg, Pa. |
| W. B. Carson, Secretary, | " |
| C. J. Braun, Jr., Treasurer, | " |
| Gaylor Thompson, General Superintendent, | Beaver Falls, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery, | Pittsburg, Pa. |
| S. L. Tone, | " |
| W. B. Carson, | " |
| C. S. Mitchell, | " |
| J. L. Foster, | " |
| John M. Buchanan, | Beaver, Pa. |
| Wm. Redwood Wright, | Philadelphia, Pa. |
| T. P. Simpson, | Beaver Falls, Pa. |
| Gaylor Thompson, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Consolidated properties, | $1,750,000 00 | Capital stock, common, | 1,075,000 00 |
| Construction and equipment, | 599,833 25 | Funded debt, | 1,500,000 00 |
| Other permanent investments as follows: | | Current liabilities as follows: | |
| Riverview Electric Street Railway, | 172,372 09 | Loans and notes payable, | 15,000 00 |
| Vanport Electric Street Railway, | 20,475 71 | Accrued liabilities as follows: | |
| Freedom and Conroy Electric Street Railway, | 22,540 24 | Taxes accrued and not yet due, | 10,643 96 |
| Current assets as follows: | | Interest on funded debt accrued and not yet due, | 15,145 83 |
| Cash, | 30,368 55 | Reserves, | 4,600 00 |
| Bills receivable, | 4,450 00 | Surplus, | 102,288 60 |
| Accounts receivable, | 27,344 56 | | |
| Material and supplies, | 2,142 53 | | |
| Miscellaneous, | 93,156 46 | | |
| Total, | $2,722,683 39 | Total, | $2,722,683 39 |

# BETHLEHEM AND NAZARETH PASSENGER RAILWAY COMPANY.

Operated by Lehigh Valley Traction Company.

Date of charter: February 6, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Wilson J. Hartzell, President, | Allentown, Pa. |
| C. M. Bates, Secretary and Treasurer, | " |
| W. S. Hall, General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Wilson J. Hartzell, | Allentown, Pa. |
| C. M. Bates, | " |
| R. E. Wright, | " |
| C. M. Walter, | " |
| T. M. Dodson, | Bethlehem, Pa. |
| C. A. Wolle, | " |
| J. J. McKee, | " |
| James Thomas, | Catasaqua, Pa. |
| George H. Wolle, | Bethlehem, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $300,000 00 | Capital stock, common, ..... | $150,000 00 |
| | | Funded debt, ..... | 150,000 00 |
| Total, ..... | $300,00 00 | Total, ..... | $300,00 00 |

# BIRDSBORO STREET RAILWAY COMPANY.

Operated by Union Traotion Company, Reading, Pa.

Date of charter: July 29, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Walter A. Rigg, President, ..... | Reading, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | 515 Mariner and Merchant Building, 3rd and Chestnut Sts., Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Walter A. Rigg, ..... | Reading, Pa. |
| Remi Remont, ..... | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, P. |
| Wm. S. Bell, ..... | |
| W. A. Rosen, ..... | |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $514,007 81 | Capital stock, common, ..... | $250,000 00 |
| Current assets as follows: | | Funded debt, ..... | 250,000 00 |
| Cash, ..... | 992 19 | Current liabilities as follows: | |
| | | I. Rys Co., ..... | 15,000 00 |
| Total, ..... | $515,000 00 | Total, ..... | $515,000 00 |

# BLUE RIDGE TRACTION COMPANY.

Date of charter: April 11, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jay S. Moyer, President, | Bethlehem, Pa. |
| Raymond W. Lentz, Secretary, | Allentown, Pa. |
| A. N. Brown, Treasurer, | Bethlehem, Pa. |
| H. A. Thompson, Superintendent, | Danielsville, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. S. Moyer, | Bethlehem, Pa. |
| Raymond W. Lentz, | Allentown, Pa. |
| A. S. Haines, | Slatington, Pa. |
| A. J. Kern, | " |
| A. N. Brown, | Bethlehem, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $481,995 55 | Capital stock, common, | $200,000 00 |
| Current assets as follows: | | Funded debt, | 250,000 00 |
| Cash, | 133 13 | Current liabilities as follows: | |
| Account receivable, | 392 84 | Loans and notes payable, | 17,877 33 |
| Material and supplies, | 1,847 10 | Accounts payable, | 35,410 19 |
| Deficit, | 19,250 80 | Accrued liabilities as follows: | |
| | | Interest on funded debt accrued and not yet due, | 220 00 |
| | | Miscellaneous interest accrued and not yet due, | 111 90 |
| Total, | $503,619 42 | Total, | $503,619 42 |

# BRADFORD ELECTRIC STREET RAILWAY COMPANY.

Date of charter: June 7, 1894.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. L. Pierce, President, | Lakeland, Florida. |
| Chas. E. Hudson, Secretary and Treasurer, | Bradford, Pa. |
| J. W. Barnes, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| H. L. Pierce, | Lakeland, Florida. |
| Chas. E. Hudson, | Bradford, Pa. |
| Geo. E. Rogers, | Greenfield, Mass. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $292,931 15 | Capital stock, common, | $130,000 00 |
| Other permanent investments as follows: | | Funded debt, | 120,500 00 |
| Stock in treasury, | 12,050 00 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, | 35,382 64 |
| Bills receivable, | 2,835 74 | Accounts payable, | 3,219 40 |
| Accounts receivable, | 3,983 90 | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 493 36 |
| | | Interest on funded debt accrued and not due, | 1,502 49 |
| | | Surplus, | 20,752 90 |
| Total, | $311,850 79 | Total, | $311,850 79 |

# BUTLER PASSENGER RAILWAY COMPANY.

Date of charter: June 22, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. L. Reiber, President, | Butler, Pa. |
| A. E. Reiber, Secretary, | " |
| J. B. McJenkin, Treasurer, | " |
| R. H. Palmer, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. V. Ritts, | Butler, Pa. |
| John Berg, | " |
| Chas. Duffey, | " |
| A. L. Reiber, | " |
| J. B. McJenkin, | " |
| A. E. Reiber, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $208,519 48 | Capital stock, common, ..... | $50,000 00 |
| Current assets as follows: | | Funded debt, ..... | 100,000 00 |
| Cash, ..... | 3,757 51 | Current liabilities as follows: | |
| Material and supplies, ..... | 5,500 00 | Loans and notes payable, ..... | 10,000 00 |
| | | Accounts payable, ..... | 13,587 29 |
| | | Matured interest on funded debt unpaid, ..... | 2,500 00 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 219 27 |
| | | Reserves, ..... | 4,499 58 |
| | | Surplus, ..... | 36,970 85 |
| Total, ..... | $217,776 99 | Total, ..... | $217,776 99 |

# CARBON STREET RAILWAY COMPANY.

Date of charter: October 27, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. C. Trexler, President, ..... | Allentown, Pa. |
| J. M. Dreisbach, Secretary and Treasurer, ..... | Mauch Chunk, Pa. |
| H. O. Rockwell, General Superintendent, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| H. C. Trexler, ..... | Allentown, Pa. |
| H. E. Crilly, ..... | " |
| A. S. Keck, ..... | " |
| A. C. Godshall, ..... | Lansdale, Pa. |
| R. J. Butz, ..... | Allentown, Pa. |
| T. A. Snyder, ..... | Lehighton, Pa. |
| J. M. Driesbach, ..... | Mauch Chunk, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $405,485 13 | Capital stock, common, ..... | $354,000 00 |
| Current assets as follows: | | Funded debt, first mortgage, .. | 75,000 00 |
| Cash, ..... | 13,096 87 | Current liabilities as follows: | |
| Accounts receivable, ..... | 233 89 | Accounts payable, ..... | 5 266 14 |
| Material and supplies, ..... | 94 71 | Pay rolls, ..... | 3,156 58 |
| Treasury bonds, ..... | 17,500 00 | Loss and gain, ..... | 542 85 |
| Office furniture, ..... | 211 16 | Accrued liabilities as follows: | |
| Deficit, ..... | 2,070 54 | Interest on funded debt accrued and not yet due, ..... | 726 73 |
| Total, ..... | $438,692 30 | Total, ..... | $438,692 30 |

# CARBONDALE RAILWAY COMPANY.

Operated by the Scranton Railway Company.

Date of charter: March, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| C. M. Clark, President, | Bullitt Building, Philadelphia, Pa. |
| Frank Silliman, Jr., Vice President, | Scranton, Pa. |
| C. Ford Stevens, Secretary and Treasurer, | Bullitt Building, Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| S. W. Colton, Jr., | Bullitt Building, Philadelphia, Pa. |
| W. C. Watt, | " " |
| Clarence Sill, | " " |
| Frank Silliman, Jr., | Scranton, Pa. |
| G. R. Nichols, | Bullitt Building, Philadelphia, Pa. |
| C. Ford Stevens, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $898,059 25 | Capital stock, common, | 450,000 00 |
| Current assets as follows: | | Funded debt, | 450,000 00 |
| Open accounts, | 1,940 75 | | |
| Total, | $900,000 00 | Total, | $900,000 00 |

# CARLISLE AND MOUNT HOLLY RAILWAY COMPANY.

Date of charter: July 27, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| B. F. Myers, President, | Harrisburg, Pa. |
| J. H. Worden, Secretary and Treasurer, | " |
| C. Farren, General Superintendent, | Carlisle, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| B. F. Myers, | Harrisburg, Pa. |
| P. Russ, | " |
| H. M. F. Worden, | " |
| Charles D. Stucker, | " |
| J. H. Worden, | " |
| Robert McMeen, | Mifflintown, Pa. |
| Charles H. Mullin, | Mt. Holly Springs, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $216,375 03 | Capital stock, common, | $100 000 00 |
| Current assets as follows: | | Funded debt, | 100,000 00 |
| Cash, | 1,442 50 | Accrued liabilities as follows: | |
| Stock inventory, | 1,983 53 | Taxes accrued and not yet due, | 1,557 28 |
| | | Interest on funded debt accrued and not yet due, | 2,063 32 |
| | | Miscellaneous interest accrued and not yet due, | 50 00 |
| | | Rentals accrued and not yet due, | 153 50 |
| | | Surplus, | 15,951 96 |
| Total, | $219,801 06 | Total, | $219,801 06 |

# CARLISLE AND MECHANICSBURG STREET RAILWAY COMPANY.

Operated by Valley Traction Company.

Date of charter: August, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. C. Kennedy, President, | Chambersburg, Pa. |
| W. L. Ritchey, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| C. M. Davison, | Chambersburg, Pa. |
| J. B. Hoyer, | " |
| T. B. Kennedy, | " |
| H. A. Riddle, | " |
| W. K. Sharpe, | " |
| L. S. Sadler, | Carlisle, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $25,000 00 | Capital stock, common, ..... | $25,000 00 |
| Total, ..... | $25,000 00 | Total, ..... | $25,000 00 |

# CATHERINE AND BAINBRIDGE STREETS RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: May 14, 1889.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, ..... | Philadelphia, Pa. |
| Jno. B. Peddle, Secretary and Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. J. Sullivan, ..... | Philadelphia, Pa. |
| Geo. D. Widener, ..... | " |
| Jno. B. Parsons, ..... | " |
| John M. Mack, ..... | " |
| Jos. E. Widener, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $782,350 24 | Capital stock, common, ..... | $400,000 00 |
| Current assets as follows: | | Funded debt, ..... | 150,000 00 |
| Cash, ..... | 2,677 90 | Current liabilities as follows: | |
| | | Due lessee company, ..... | 234,698 25 |
| | | Profit and loss, ..... | 329 89 |
| Total, ..... | $785,028 14 | Total, ..... | $785,028 14 |

# CENTENNIAL PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: May 20, 1889.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jno. B. Parsons, | Philadelphia, Pa. |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| Geo. D. Widener, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $12,902 72 | Capital stock, common, | $15,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 13,557 95 | Due for construction, | 11,269 34 |
| | | Reserves, | 191 33 |
| Total, | $26,460 67 | Total, | $26,460 67 |

# CENTRAL PENNSYLVANIA TRACTION COMPANY.

Date of charter: July 9, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| F. B. Musser, President, | Harrisburg, Pa. |
| W. J. Calder, Secretary and Treasurer, | " |
| F. M. Davis, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| E. C. Felton, | Philadelphia, Pa. |
| E. Bailey, | Harrisburg, Pa. |
| J. M. Cameron, | " |
| E. Z. Wallower, | " |
| A. G. Knisely, | " |
| H. A. Kelker, | " |
| Jas. Russ, | " |
| F. E. Walz, | " |
| B. F. Myers, | " |
| W. H. Seibert, | Steelton, Pa. |
| E. W. S. Parthemore, | Harrisburg, Pa. |
| Geo. W. Reily, | " |
| Harris Cohen, | " |
| T. G. Calder, | " |
| S. F. Dunkle, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $371,865 43 | Capital stock, preferred, | $210,000 00 |
| Other permanent investment as follows: | | Capital stock, common, | 105,000 00 |
| Stocks and bonds of other companies, | 175,103 69 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, | 138,000 00 |
| Cash, | 66,065 44 | Accounts payable, | 19,610 19 |
| Accounts receivable, | 7,868 57 | Rentals due and unpaid, | 63,000 00 |
| Material and supplies, | 11,278 94 | Miscellaneous, | 19,288 85 |
| Miscellaneous, | 11,555 63 | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 52,787 90 |
| | | Reserves, | 36,050 76 |
| Total, | $643,787 70 | Total, | $643,787 70 |

# CENTRE AND CLEARFIELD STREET RAILWAY COMPANY.

Date of charter: June 13, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James Passmore, President, | Philipsburg, Pa. |
| A. B. Herd, Secretary, | " |
| G. W. Haworth, Treasurer, | " |
| J. F. Driggs, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| G. W. Haworth, | Philipsburg, Pa. |
| A. B. Herd, | " |
| H. M. Hughes, | Drane, Pa. |
| James Passmore, | Philipsburg, Pa. |
| J. G. Platt, | " |
| C. H. Roland, | " |
| O. L. Schoonover, | Munson Station, Pa. |
| J. H. Tumback, | Philipsburg, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $451,600 80 | Capital stock, preferred, | $312,300 00 |
| Current assets as follows: | | Funded debt, | 459,800 00 |
| Cash, | 1,800 46 | Current liabilities as follows: | |
| Accounts receivable, | 1,176 75 | Loans and notes payable, | 20,000 00 |
| Material and supplies, | 5,050 84 | Accounts payable, | 4,436 22 |
| Deficit, | 337,057 37 | Miscellaneous matured interest, unpaid, | 150 00 |
| Total, | $796,686 22 | Total, | $796,686 22 |

# CENTRAL TRACTION COMPANY.

Operated by the Pittsburg Railways Company.

Date of charter: December 21, 1888.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James D. Callery, President, | Pittsburg, Pa. |
| W. B. Carson, Secretary, | " |
| C. J. Braun, Jr., Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery, | Pittsburg, Pa. |
| J. H. Reed, | " |
| J. L. Foster, | " |
| S. L. Tone, | " |
| C. J. Braun, Jr., | " |
| C. S. Mitchell, | " |
| W. B. Carson, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $1,420,021 92 | Capital stock, common, ..... | $1,500,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 375,000 00 |
| Stocks and bonds of other companies, ..... | 125,000 00 | Current liabilities as follows: Accounts payable, ..... | 255 66 |
| Deficit, ..... | 330,233 74 | | |
| Total, ..... | $1,875,255 66 | Total, ..... | $1,875,255 66 |

# CHAMBERSBURG AND GETTYSBURG ELECTRIC RAILWAY COMPANY.

Date of charter: December 4, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. C. Kennedy, President, ..... | Chambersburg, Pa. |
| W. L. Ritchey, Treasurer, ..... | " |
| C. H. Bishop, Superintendent, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| G. W. Martin, ..... | Chambersburg, Pa. |
| C. M. Davison, ..... | " |
| T. B. Kennedy, ..... | " |
| H. A. Riddle, ..... | " |
| M. C. Kennedy, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $416,195 53 | Capital stock, common, ..... | $225,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 225,000 00 |
| Stocks and bonds of other companies, ..... | 33,804 47 | Current liabilities as follows: Accounts payable, ..... | 11,480 17 |
| Current assets as follows: | | Surplus, ..... | 1,742 02 |
| Cash: Bills receivable, accounts receivable, ..... | 13,222 19 | | |
| Total, ..... | $463,222 19 | Total, ..... | $463,222 19 |

# CHAMBERSBURG, GREENCASTLE AND WAYNESBORO STREET RAILWAY COMPANY.

Date of charter: June 17, 1901.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| W. Rush Gillan, President, | Chambersburg, Pa. |
| H. B. McNulty, Secretary, | " |
| R. W. Ramsey, Treasurer, | " |
| John M. Wolff, Superintendent, | Waynesboro, Pa. |

## DIRECTORS.

| Name. | Residence. |
|---|---|
| W. L. Minick, | Chambersburg, Pa. |
| A. Nevin Pomroy, | " |
| David McClay, | " |
| J. W. Warehime, | Waynesboro, Pa. |
| J. J. Aller, | " |
| Geo. B. Beaver, | " |
| D. M. Good, | " |
| J. E. Rohrer, | " |
| E. C. Stull, | " |
| D. Maurice Wertz, | Quincy, Pa. |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $281,101 72 | Capital stock, preferred, | $149,800 00 |
| Other permanent investments as follows: | | Capital stock, common, | 149,450 00 |
| Stocks and bonds of other companies, | 89,828 33 | Funded debt, | 250,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 483 13 | Loans and notes payable, | 14,600 00 |
| Account receivable, | 273 63 | Accounts payable, | 6,019 39 |
| Material and supplies, | 4,634 97 | Surplus, | 3,452 39 |
| Franchises, | 197,321 78 | | |
| Total, | $573,321 78 | Total, | $573,321 78 |

## CHESTER, DARBY AND PHILADELPHIA RAILWAY COMPANY.

Operated by Chester Traction Company.

Date of charter: June 20, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| Wm. S. Bell, Secretary and Treasurer, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| C. V. Mills, Superintendent, | Chester, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| Remi Remont, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| Wm. S. Bell, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| Richard Wetherill, | Chester, Pa. |
| J. F. Black, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of road and equipment, | $225,000 00 | Capital stock, common, | $100,000 00 |
| Current assets as follows, viz: | | Funded debt, | 125,000 00 |
| Cash on hand, | 676 49 | Reserves, | 676 49 |
| Grand total, | $225,676 49 | Grand total, | $225,676 49 |

## CHESTER AND DELAWARE STREET RAILWAY COMPANY.

Operated by Chester Traction Company.

Date of charter: April 29, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| Remi Remont, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| W. A. Rosen, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| R. N. Casson, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| Wm. S. Bell, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of road, | $50,000 00 | Capital stock, common, | $50,000 00 |
| Grand total, | $50,000 00 | Grand total, | $50,000 00 |

# CHESTER STREET RAILWAY COMPANY.

Operated by Chester Traction Company.

Date of charter: July 13, 1883.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. Frank Black, President, | Chester, Pa. |
| Wm. B. Harvey, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. Frank Black, | Chester, Pa. |
| Robert Wetherill, | " |
| William S. Blakeley, | " |
| William B. Broomall, | " |
| George B. Lindsay, | " |
| George C. Hertzel, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, leased lines, | $150,000 00 | Capital stock, preferred, | $150,000 00 |
| Currents assets as follows: | | Surplus, | 692 97 |
| Cash, | 692 97 | | |
| Total, | $150,692 97 | Total, | $150,692 97 |

# CHESTER AND MEDIA ELECTRIC RAILWAY COMPANY.

Operated by Chester Traction Company.

Date of charter: April 18, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Richard Wetherill, President, | Chester, Pa. |
| Wm. B. Harvey, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Richard Wetherill, | Chester, Pa. |
| J. Frank Black, | " |
| George B. Lindsay, | " |
| John A. Rigg, | Philadelphia, Pa. |
| Wm. S. Bell, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $200,000 00 | Capital stock, preferred, | $100,000 00 |
| Current assets as follows: | | Funded debt, | 100,000 00 |
| Cash, | 799 46 | Surplus, | 799 46 |
| Total, | $200,799 46 | Total, | $200,799 46 |

## CHESTER TRACTION COMPANY.

Date of charter: April 23, 1894.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 Mariner and Merchant Building, Phila, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | " " |
| S. S. Hoff, General Superintendent, | Wilmington, Del. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Remi Remont, | " |
| Robert N. Casson, | " |
| R. Nelson Buckley, | " |
| Richmond L. Jones, | Reading, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $962,337 69 | Capital stock, common, | $500,000 00 |
| Other permanent investments as follows: | | Funded debt, | 250,000 00 |
| Stocks and bonds of other companies, | 200,108 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, | 17,162 26 |
| Cash, | 4,174 30 | Sundries, | 460,679 19 |
| Accounts receivable, | 5,647 98 | Accrued liabilities as follows: | |
| Material and supplies, | 2,586 49 | Taxes accrued and not yet due, | 5,109 38 |
| Prepaid accounts, | 2,580 43 | Interest on funded debt accrued and not yet due, | 2,098 33 |
| Additions and betterments on leased lines, | 114,119 76 | Surplus, | 56,505 49 |
| Total, | $1,291,554 65 | Total, | $1,291,554 65 |

## CITIZENS, CLEARFIELD AND CAMBRIA STREETS RAILWAY COMPANY.

Operated by the Philadelphia Rapid Transit Company.

Date of charter: May 10, 1894.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jno. B. Parsons, | Philadelphia, Pa. |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| Geo. D. Widener, | " |
| Jno. M. Mack, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, leased lines, | $30,003 00 | Capital stock, common, | $6,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 6,000 00 | Due lessee company for additions and betterments, | 30,003 00 |
| Total, | $36,003 00 | Total, | $36,003 00 |

# CITIZENS EAST END STREET RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: May 10, 1894.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jno. B. Parsons, | Philadelphia, Pa. |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| Geo. D. Widener, | " |
| Jno. M. Mack, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment. .. .. | $55,007 50 | Capital stock, common, ..... | $15,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, ..... | 15,000 00 | Additions and betterments, .... | 55,007 50 |
| Total, ..... | $70,007 50 | Total, ..... | $70,007 50 |

# CITIZENS' PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: March 25, 1858.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Charles E. Ellis, President, ..... | 1430 N. Broad St., Philadelphia, Pa. |
| William F. Kling, Secretary and Treasurer, .. | 1201 Chestnut St., Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Charles E. Ellis, ..... | 1430 N. Broad St., Philadelphia, Pa. |
| John H. Sloan, ..... | 714 Franklin Building, Philadelphia, Pa. |
| F. H. Ellis, ..... | 560 Bullitt Building, Philadelphia, Pa. |
| R. M. Hartley, ..... | " " |
| John McCarthy, ..... | 3912 Spruce St., Philadelphia, Pa. |
| Isidore P. Strittmatter, ..... | 999 N. Sixth St., Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $500,000 00 | Capital stock, common, ..... | $500,000 00 |
| Total, ..... | $500,000 00 | Total, ..... | $500,000 00 |

# CITIZENS' PASSENGER RAILWAY COMPANY.

Operated by Schuylkill Valley Traction Company.

Date of charter: April 18, 1887.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Wm. S. Bell, | " |
| N. H. Larzelere, | Norristown, Pa. |
| Horace C. Jones, | Conshohocken, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $162,729 69 | Capital stock, common, | $79,520 00 |
| Current assets as follows: | | Funded debt, | 80,000 00 |
| Cash, | 120 79 | Current liabilities as follows: | |
| | | Dividends unpaid, | 90 56 |
| | | Surplus, | 3,239 92 |
| Total, | $162,850 48 | Total, | $162,850 48 |

# CITIZENS' TRACTION COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: July 6, 1887.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. S. A. Stewart, President, | Pittsburg, Pa. |
| John G. Bright, Secretary, | " |
| Nathaniel Holmes, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James J. Donnell, | Pittsburg, Pa. |
| John B. Jackson, | " |
| H. S. A. Stewart, | " |
| Nathaniel Holmes, | " |
| Wm. Munhall, | " |
| A. H. Childs, | " |
| M. S. Beltzhoover, | Ardsley-on-Hudson. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $2,717,615 23 | Capital stock, common, | $3,000,000 00 |
| Other permanent investments as follows: | | Funded debt, | 1,500,000 00 |
| Stocks and bonds of other companies, | 2,192,664 93 | Real estate mortgages, | 95,000 00 |
| Current assets as follows: | | Surplus, | 349,706 32 |
| Cash, | 7,367 03 | | |
| Accounts receivable, | 1,099 29 | | |
| Material and supplies, | 25,959 84 | | |
| Total, | $4,944,706 32 | Total, | $4,944,706 32 |

# CITIZENS' TRACTION COMPANY OF OIL CITY.

Date of charter: May 23, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| D. J. Geary, President, | Oil City, Pa. |
| W. B. Filson, Secretary and Treasurer, | " |
| C. M. Fleck, Superintendent, | Franklin, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| D. J. Geary, | Oil City, Pa. |
| Joseph Seep, | Titusville, Pa. |
| William Hasson, | Oil City, Pa. |
| D. T. Borland, | " |
| P. C. Boyle, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $1,182,043 52 | Capital stock, common, ..... | $390,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 500,000 00 |
| Treasury stock, ..... | 90,000 00 | Real estate mortgages, ..... | 8,000 00 |
| Construction and improvements, | 311,005 26 | Current liabilities as follows: | |
| Currents assets as follows: | | Loans and notes payable, ..... | 47,146 41 |
| Cash, petty, ..... | 100 00 | Accounts payable, ..... | 44,312 59 |
| Accounts receivable, ..... | 8,031 25 | Sundries, ..... | 485,289 78 |
| Material and supplies, ..... | 219 01 | Surplus, ..... | 144,340 46 |
| Prepaid insurance, ..... | 263 69 | | |
| Taxes paid not accrued, ..... | 577 57 | | |
| Sundries, ..... | 335 09 | | |
| Cash in bank, ..... | 1,513 88 | | |
| Accrued interest on first mortgage, ..... | 25,000 00 | | |
| Total, ..... | $1,619,089 27 | Total, ..... | $1,619,089 27 |

# CLAIRTON STREET RAILWAY COMPANY.

Date of charter: May 5, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Smith, President, ..... | 1921 Frick Building, Pittsburg, Pa. |
| Wm. A. Carr, Secretary and Treasurer, ..... | 1922 Frick Building, Pittsburg, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. H. Smith, ..... | Pittsburg, Pa. |
| Wm. A. Carr, ..... | " |
| Wm. H. Morrison, ..... | " |
| Harry B. Wassell, ..... | " |
| William Watson Smith, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $26,986 73 | Capital stock, common, ..... | $30,000 00 |
| Current assets as follows: | | | |
| Cash, ..... | 2,866 72 | | |
| Deficit, ..... | 146 55 | | |
| Total, ..... | $30,000 00 | Total, ..... | $30,000 00 |

## COAL CASTLE ELECTRIC RAILWAY COMPANY.

Operated by Pottsville Union Traction Company.

Date of charter: March 10, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Clarence P. King, President, | Philadelphia, Pa. |
| William C. Pollock, Jr., Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| William F. North, | Philadelphia, Pa. |
| William C. Pollock, Jr., | " |
| John W. Pittock, | " |
| Marshall S. Collingwood, | " |
| Thomas B. Prosser, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $45,000 00 | Capital stock, common, | $15,000 00 |
| | | Funded debt, | 30,000 00 |
| Total, | $45,000 00 | Total, | $45,000 00 |

## COATESVILLE TRACTION COMPANY.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Meyer Schamburg, President, | 352 Bullitt Building, Philadelphia, Pa. |
| Jonas Rice, Secretary, | " " |
| Geo. D. Woodside, Treasurer, | " " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Meyer Schamburg, | 1341 North Seventeenth St., Philadelphia, Pa. |
| Jonas Rice, | " " |
| A. A. DuBan, | 1727 Diamond St., Philadelphia, Pa. |
| John F. Bruce, | 2032 N. Eleventh St., Philadelphia, Pa. |
| Geo. D. Woodside, | Devon, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $57,300 00 | Capital stock, common, | $6,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 432 44 | Accounts payable, | 51,884 40 |
| Account receivable, | 3,725 57 | Surplus, | 3,623 61 |
| Total, | $61,508 01 | Total, | $61,508 01 |

# COLONIAL STREET RAILWAY COMPANY.

Operated by York Street Railway Company.

Date of charter: June 21, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Lanius, President, | York, Pa. |
| Geo. S. Schmidt, Secretary, | " |
| J. W. Steacy, Treasurer, | " |
| J. H. Mellinger, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. H. Lanius, | York, Pa. |
| Geo. P. Simper, | " |
| Geo. S. Billmeyer, | " |
| J. W. Steacy, | " |
| M. F. Bay Stewart, | " |
| Grier Hersh, | " |
| W. A. Himes, | New Oxford, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of road and equipment, .... | $7,313 15 | Capital stock, common, ..... | $3,600 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, ..... | 55 48 | Loans and notes payable, ..... | 3,500 00 |
| | | Accounts payable, ..... | 100 00 |
| | | Surplus, ..... | 168 63 |
| Grand total, ..... | $7,368 63 | Grand total, ..... | $7,368 63 |

# COLLEGEVILLE ELECTRIC STREET RAILWAY COMPANY.

Operated by Schuylkill Valley Traction Company.

Date of charter: July 30, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, ..... | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, ..... | Philadelphia, Pa. |
| Wm. S. Bell, ..... | " |
| N. H. Larzelere, ..... | Norristown, Pa. |
| Horace C. Jones, ..... | Conshohocken, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $12,071 73 | Capital stock, preferred, ..... | $2,500 00 |
| | | Current liabilities as follows: | |
| | | Due lessee company for additions and betterments, ..... | 9,571 73 |
| Total, ..... | $12,071 73 | Total, ..... | $12,071 73 |

# COLUMBIA AND MONTOUR ELECTRIC RAILWAY COMPANY.

Date of charter: 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| B. F. Myers, President, | Harrisburg, Pa. |
| W. M. Oglesby, Secretary and Treasurer, | " |
| William Tewiliger, Superintendent, | Bloomsburg, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| B. F. Myers, | Harrisburg, Pa. |
| E. R. Sponsler, | " |
| W. M. Oglesby, | " |
| Wm. Smallwood, | " |
| E. B. Tustin, | Bloomsburg, Pa. |
| Joseph Ratti, | " |
| C. W. Miller, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $753,638 83 | Capital stock, common, | $375,000 00 |
| Current assets as follows: | | Funded debt, | 351,000 00 |
| Cash, | 1,799 41 | Current liabilities as follows: | |
| Accounts receivable, | 77 89 | Accounts payable, | 540 99 |
| | | Pay roll, | 922 77 |
| | | Surplus, | 28,050 37 |
| Total, | $755,514 13 | Total, | $755,514 13 |

# CONESTOGA TRACTION RAILWAY COMPANY.

Date of charter: December 12, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. W. Griest, President, | Lancaster, Pa. |
| Chas. B. Keller, Vice President, | " |
| J. S. Graybill, Jr., Secretary and Treasurer, | " |
| C. Edgar Titzel, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. W. Griest, | Lancaster, Pa. |
| Chas. B. Keller, | " |
| P. E. Slaymaker, | " |
| H. L. Trout, | " |
| J. W. B. Bausman, | " |
| J. Fred Sener, | " |
| Elwood S. Snyder, | " |
| R. H. Brubaker, | " |
| John Hertzler, | " |
| B. F. Breneman, | " |
| David A. Howe, | Williamsport, Pa. |
| P. B. Shaw, | " |
| H. C. Shock, | Mt. Joy, Pa. |
| James Brown, | Philadelphia, Pa. |
| Lewis Starr, | Camden, N. J. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of road and equipment, | $4,365,304 14 | Capital stock, preferred, | $300,000 00 |
| Other permanent investments as follows, viz: | | Capital stock, common, | 3,200,000 00 |
| Stocks and bonds of other companies, | 731,200 00 | Funded debt, | 1,877,575 00 |
| Franchises, | 896,651 46 | Real estate mortgages, | 13,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 33,782 24 | Loans, | 64,000 00 |
| Accounts receivable, | 3,876 47 | Accounts payable, | 80,246 12 |
| Material and supplies on hand, | 8,150 71 | Unclaimed wages, | 42 05 |
| Prepaid accounts, | 4,232 37 | Taxes accrued and not yet due, | 25,350 05 |
| Damage liability, | 478 20 | Interest on funded debt accrued and not yet due, | 6,688 40 |
| Conestoga Traction Car Trust certificates, | 25,000 00 | Miscellaneous interest accrued and not yet due, | 362 06 |
| Deficit, | 29,277 87 | Rentals accrued and not yet due, | 20,689 78 |
| Grand total, | $6,097,953 46 | Grand total, | $6,097,953 46 |

# CONNEAUT AND ERIE TRACTION COMPANY.

Date of charter: May 14, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Robert L. Forest, President, | 421 Chestnut St., Philadelphia, Pa. |
| John J. Landers, Secretary and Treasurer, | 15 West Twelfth St., Erie, Pa. |
| C. E. Flynn, Superintendent, | " " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Robert L. Forest, | Philadelphia, Pa. |
| M. M. Freeman, | " |
| John S. Rilling, | Erie, Pa. |
| C. E. Flynn, | " |
| G. M. Brown, | Conneaut, Ohio. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .. | $1,734,550 59 | Capital stock, common, ..... | $800,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 1,129,000 00 |
| Stocks and bonds of other companies: | | Current liabilities as follows: | |
| Conneaut and Erie of Ohio, .. | 50,000 00 | Loans and notes payable, ..... | 37,420 21 |
| Lake Erie and Albion, Meadville, Conneaut and Albion, Conneaut and Girard, ..... | 11,000 00 | Accounts payable, ..... | 4,148 20 |
| Current assets as follows: | | Ticket account, ..... | 291 18 |
| Cash, ..... | 6,399 33 | Wages, ..... | 1,872 97 |
| Account receivable, sundry debtors, ..... | 387 17 | Way station, ..... | 36 00 |
| Material and supplies, ..... | 1,970 54 | Security deposits, ..... | 190 00 |
| Conneaut Mut. Loan Assn., .. | 439 33 | Accrued liabilities as follows: | |
| Short account, ..... | 1 75 | Interest on funded debt accrued and not yet due, ..... | 13,333 33 |
| C. and E. Trac. Refunding bonds, ..... | 41,500 00 | | |
| Claim against Erie parties account stock, ..... | 37,500 00 | | |
| Deficit, ..... | 102,543 18 | | |
| Total, ..... | $1,986,291 89 | Total, ..... | $1,986,291 89 |

# CONNELLSVILLE SUBURBAN STREET RAILWAY COMPANY.

Date of charter: September 15, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Kuhn, President, | Pittsburg, Pa. |
| J. B. Van Wagner, Vice President, | " |
| C. W. Scheck, Secretary, | " |
| L. L. McClelland, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. S. Kuhn, | Pittsburg, Pa. |
| J. B. Van Wagner, | " |
| C. W. Scheck, | " |
| H. R. Lynn, | " |
| A. E. DuBois, | " |
| L. L. McClelland, | " |
| J. F. Cockburn, | Bellevue, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $39,007 33 | Capital stock, common, | $25,000 00 |
| Other permanent investments as follows: | | Funded debt, | 175,000 00 |
| Stocks and bonds of other companies, | 175,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, | 11,580 82 |
| Cash, | 2,368 26 | Surplus, | 4,794 77 |
| Total, | $216,375 59 | Total, | $216,375 59 |

# CONSHOHOCKEN RAILWAY COMPANY.

Operated by Schuylkill Valley Traction Company.

Date of charter: February 1, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | 515 Mariner and Merchant Building, Third and Chestnut Sts., Philadelphia, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Wm. S. Bell, | " |
| N. H. Larzellere, | Norristown, Pa. |
| Horace C. Jones, | Conshohocken, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $252,082 94 | Capital stock, common, ..... | $145,900 00 |
| Current assets as follows: | | Funded debt, ..... | 100,000 00 |
| Account receivable, ..... | 8 22 | Current liabilities as follows: | |
| | | Loans and notes payable, ..... | 4,141 93 |
| | | Surplus, ..... | 2,049 23 |
| Total, ..... | $252,091 16 | Total, ..... | $252,091 16 |

# CONSOLIDATED TRACTION COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: July 23, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| C. J. Braun, Jr., Treasurer, ..... | Pittsburg, Pa. |
| W. B. Carson, Secretary, ..... | " |
| C J. Braun, Jr., Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery, ..... | |
| J. H. Reed, ..... | Pittsburg, Pa. |
| Joshua Rhoades, ..... | " |
| W. B. Carson, ..... | " |
| C. S. Mitchell, ..... | " |
| S. L. Tone, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $6,445,468 33 | Capital stock, preferred, ..... | $12,000,000 00 |
| Other permanenet investments as follows: | | Capital stock, common, ..... | 15,000,000 00 |
| Stocks and bonds of other companies, ..... | 22,328,701 01 | Real estate mortgages, ..... | 48,000 00 |
| Capital stock in treasury, ..... | 299,460 00 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, ..... | 450,000 00 |
| Accounts receivable, ..... | 12,539 23 | Accounts payable, ..... | 1,232,324 21 |
| | | Surplus, ..... | 255,844 36 |
| Total, ..... | $29,086,168 57 | Total, ..... | $29,086,168 57 |

# CONTINENTAL PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: September 3, 1873.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, | Philadelphia, Pa. |
| John B. Peddle, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| P. A. B. Widener, | Philadelphia, Pa. |
| Clay Kemble, | " |
| Wm. J. Elliott, | " |
| Geo. D. Widener, | " |
| Jno. B. Parsons, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $969,687 51 | Capital stock, common, | $580,000 00 |
| Other permanent investments as follows: | | Funded debt, | 280,000 00 |
| Stocks and bonds of other companies, | 600,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Due lessee company, | 672,260 88 |
| Cash, | 135 69 | Profit and loss, | 37,562 32 |
| Total, | $1,569,823 20 | Total, | $1,569,823 20 |

# COPLAY, EGYPT AND IRONTON STREET RAILWAY COMPANY.

Operated by Lehigh Valley Traction Company.

Date of charter: May 13, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| R. E. Wright, President, | Allentown, Pa. |
| C. M. Bates, Secretary, | " |
| C. M. Bates, Treasurer, | " |
| W. S. Hall, General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| R. E. Wright, | Allentown, Pa. |
| C. M. Bates, | " |
| Wilson J. Hartzell, | " |
| C. M. Walter, | " |
| L. E. Johnson, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $300,000 00 | Capital stock, common, | $150,000 00 |
| Deficit, | 11,250 00 | Funded debt, | 150,000 00 |
| | | Current liabilities as follows: | |
| | | Matured interest on funded debt unpaid, | 11,250 00 |
| Total, | $311,250 00 | Total, | $311,250 00 |

# DANVILLE AND BLOOMSBURG STREET RAILWAY COMPANY.

OFFICERS.

| Name. | Official Address. |
|---|---|
| R. H. Hoch, President, | Pottsville, Pa. |
| Charles E. Lippe, Secretary, | Reading, Pa. |
| W. C. Billman, Treasurer, | " |
| W. R. Miller, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. C. Billman, | Reading, Pa. |
| Thos. B. Illig, | " |
| Frank P. Lower, | " |
| W. F. Pascoe, | Coopersburg, Pa. |
| Frank C. Argle, | Danville, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $46,500 00 | Capital stock, common, | $240,000 00 |
| Current assets as follows: | | Funded debt, | 22,500 00 |
| Cash, | 2,420 48 | Accrued liabilities as follows: | |
| Deficit, | 712 85 | Interest on funded debt accrued and not yet due, | 3,123 33 |
| Total, | $463,123 33 | Total, | $463,123 33 |

# DELAWARE COUNTY AND PHILADELPHIA ELECTRIC RAILWAY COMPANY.

Date of charter: May 11, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| Arthur Jack, Superintendent, | Clifton Heights, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| Remi Remont, | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| Richmund L. Jones, | Reading, Pa. |
| Jos. P. Gibbons, | Swarthmore, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $419,908 53 | Capital stock, common, | $300,000 00 |
| Current assets as follows: | | Funded debt, | 64,000 00 |
| Cash, | 2,334 28 | Current liabilities as follows: | |
| Accounts receivable, | 120 52 | Accounts payable, | 806 61 |
| Materials and supplies, | 302 74 | Miscellaneous, | 52,939 17 |
| Prepaid accounts, | 797 40 | Accrued liabilities as follows: | |
| Miscellaneous, | 16,433 66 | Taxes accrued and not yet due, | 1,430 34 |
| | | Surplus, | 20,721 01 |
| Total, | $439,897 13 | Total, | $439,897 13 |

# DOYLESTOWN AND WILLOW GROVE RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of Charter: May 15, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, | 1006 Land Title Building, Philadelphia, Pa. |
| Alex. Rennick, Secretary and Treasurer, | 820 Dauphin Street, Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Geo. D. Widener, | Philadelphia, Pa. |
| W. H. Shelmerdine, | " |
| Alex. Rennick, | " |
| F. G. Becker, | " |
| Chas. O. Kruger, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $994,983 63 | Capital stock, common, | $500,000 00 |
| Current assets as follows: | | Funded debt, | 500,000 00 |
| Cash, | 151 01 | Redemption of tickets, | 154 50 |
| Accounts receivable, | 654 65 | | |
| Deficit, | 4,365 21 | | |
| Total, | $1,000,154 50 | Total, | $1,000,154 50 |

# DUBOIS TRACTION COMPANY.

Date of charter: April 14, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Austin Blakeslee, President, | Du Bois, Pa. |
| J. H. Crissman, Secretary, | " |
| B. B. McCreight, Treasurer, | " |
| J. E. Adams, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| M. I. McCreight, | Du Bois, Pa. |
| J. E. Merris, | " |
| C. L. Hay, | " |
| Walter Hatten, | " |
| W. H. Cannon, | " |
| Austin Blakeslee, | " |
| A. L. Cole, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $162,583 57 | Capital stock, common, ..... | $50,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 49,800 00 |
| Bonds deposited with Knickerbocker Trust Co.; N. Y. .... | 33,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, ..... | 3,045 96 |
| Cash, ..... | 3,049 35 | Bills payable, ..... | 62,800 00 |
| Accounts receivable, ..... | 60 00 | Surplus, ..... | 34,786 76 |
| Real estate, ..... | 1,319 14 | | |
| Supplies, ..... | 420 66 | | |
| Total, ..... | $199,432 72 | Total, ..... | $199,432 72 |

# DUQUESNE TRACTION COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: February 21, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James D. Callery, President, ..... | Pittsburg, Pa. |
| W. B. Carson, Secretary, ..... | " |
| C. J. Braun, Jr., Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery, ..... | Pittsburg, Pa. |
| J. H. Reed, ..... | " |
| W. B. Carson, ..... | " |
| S. L. Tone, ..... | " |
| C. S. Mitchell, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $4,404,439 23 | Capital stock, common, ..... | $3,000,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 1,500,000 00 |
| Stocks and bonds of other companies, ..... | 100,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, ..... | 2,404 20 |
| Accounts receivable, ..... | 765 00 | Surplus, ..... | 2,800 02 |
| Total, ..... | $4,505,204 22 | Total, ..... | $4,505,204 22 |

# EAST McKEESPORT STREET RAILWAY COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: June 26, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James D. Callery, President, | Pittsburg, Pa. |
| W. B. Carson, Secretary, | " |
| C. J. Braun, Jr., Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery, | Pittsburg, Pa. |
| J. H. Reed, | " |
| C. S. Mitchell, | " |
| W. B. Carson, | " |
| C. J. Braun, Jr., | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $505,236 21 | Capital stock, common, | $250,000 00 |
| | | Funded debt, | 250,000 00 |
| | | Surplus, | 5,236 21 |
| Total, | $505,236 21 | Total, | $505,236 21 |

# EASTON TRANSIT RAILWAY COMPANY.

Date of charter: May 27, 1866.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. R. Fehr, President, | Easton, Pa. |
| S. H. Sargent, Secretary, | Philadelphia, Pa. |
| Robt. H. Lerch, Superintendent, | Easton, Pa. |

DIRECTORS.

| Name | Residence. |
|---|---|
| W. A. Stern, | Land Title Building, Philadelphia, Pa. |
| John S. Bloren, | 322 Chestnut St., Philadelphia, Pa. |
| W. Hinckle Smith, | 511 Chestnut St., Philadelphia, Pa. |
| Geo. W. Norris, | " " |
| Edward B. Smith, | " " |
| S. H. Hackett, | South Third St., Easton, Pa. |
| J. S. Rodenbough, | Centre Square, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $762,226 40 | Capital stock, common, | $300,000 00 |
| Construction and equipment, leased lines, | 23,141 23 | Funded debt, | 302,500 00 |
| Other permanent investments as follows: | | Current liabilities as follows: | |
| Stocks and bonds of other companies, | 6,285 36 | Loan and notes payable, | 224,060 57 |
| Current assets as follows: | | Accounts payable, | 55,189 17 |
| Cash, | 9,657 73 | Suspense, | 276 31 |
| Accounts payable, | 25,274 43 | Accrued liabilities as follows: | |
| Material and supplies, | 4,439 15 | Taxes accrued and not yet due, | 3,048 08 |
| Prepaid accounts, insurances and licenses, | 1,009 65 | Interest on funded debt accrued and not yet due, | 4,756 25 |
| Reconstruction track and line, | 124,297 14 | Surplus, | 66,500 71 |
| Total, | $956,331 09 | Total, | $956,331 09 |

# EAST END PASSENGER RAILWAY COMPANY.

Date of charter: June 11, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jos. W. Cochran, President, | Williamsport, Pa. |
| Ernest H. Davis, Secretary, Treasurer and General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Ernest H. Davis, | Williamsport, Pa. |
| Jos. W. Cochran, | " |
| J. R. T. Davis, | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $39,826 34 | Capital stock, common, ..... | $18,000 00 |
| Current assets as follows: | | Funded debt ..... | 18,000 00 |
| Cash, ..... | 2,181 73 | Current liabilities as follows: | |
| Accounts receivable, ..... | 355 05 | Accounts payable, ..... | 21,397 02 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due | 141 70 |
| Deficit, ..... | 15,273 60 | Interest on funded debt accrued and not yet due, ..... | 98 00 |
| Total, ..... | $57,636 72 | Total, ..... | $57,636 72 |

# EAST READING ELECTRIC RAILWAY COMPANY.

Operated by Reading Traction Company.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. J. Brumbach, President, ..... | Reading, Pa. |
| William McIlvain, Secretary, ..... | " |
| A. Raymond Bard, Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| A. J. Brumbach, ..... | Reading, Pa. |
| J. G. Leinbach, ..... | " |
| Wm. R. McIlvain, ..... | " |
| Geo. W. Bard, ..... | " |
| Frank P. Esterly, ..... | " |
| J. A. Strohecker, ..... | " |
| Wm. McIlvain, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $124,436 50 | Capital stock, common, ..... | $100,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 25,000 00 |
| Real estate, ..... | 4,300 00 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, .... | 3,350 00 |
| Cash, ..... | 37 27 | Surplus, ..... | 423 77 |
| Total, ..... | $128,773 77 | Total, ..... | $128,773 77 |

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# EASTON AND BETHLEHEM TRANSIT COMPANY.

Operated by Easton Transit Company.

Date of charter: July 6, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. W. Norris, President, | 511 Chestnut St., Philadelphia, Pa. |
| S. H. Sargent, Secretary and Treasurer, | " " |
| Robert H. Lerch, Superintendent, | Easton, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John S. Bioren, | Philadelphia, Pa. |
| George W. Norris, | " |
| Edward B. Smith, | " |
| W. Hinckle Smith, | " |
| J. S. Rodenbough, | Easton, Pa. |
| S. H. Hackett, | " |
| J. V. Bull, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, leased lines, | $186,461 27 | Capital stock, common, | $125,000 00 |
| | | Funded debt, | 60,000 00 |
| | | Current liabilities as follows: | |
| | | Loans and notes payable, | 1,461 27 |
| Total, | $186,461 27 | Total, | $186,461 27 |

# EASTON, PALMER AND BETHLEHEM STREET RAILWAY COMPANY.

Operated by Easton Transit Company.

Date of charter: June 11, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. Hinckle Smith, President, | Philadelphia, Pa. |
| S. H. Hackett, Secretary, | Easton, Pa. |
| Robert H. Lerch, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Edward B. Smith, | Philadelphia, Pa. |
| George W. Norris, | " |
| J. V. Bull, | Easton, Pa. |
| W. Hinckle Smith, | Philadelphia, Pa. |
| S. H. Hackett, | Easton, Pa. |
| John S. Bloren, | Philadelphia, Pa. |
| J. S. Rodenbough, | Easton, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, leased lines, | $433,958 17 | Capital stock, preferred, | $100,000 00 |
| | | Capital stock, common, | 100,000 00 |
| | | Funded debt, | 200,000 00 |
| | | Current liabilities as follows: Loans and notes payable, | 12,624 64 |
| | | Reserves, | 21,333 53 |
| Total, | $433,958 17 | Total, | $433,958 17 |

# ELECTRIC TRACTION COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: May 8, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| R. B. Selfridge, Assistant Secretary and Treasurer, | " |
| Chas. O. Kruger, General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. J. Sullivan, | Philadelphia, Pa. |
| Alex. M. Fox, | " |
| M. W. Lipper, | " |
| Geo. D. Widener, | " |
| Chas. E. Ellis, | " |
| Horace T. Potts, | " |
| John L. Clawson, | " |
| Jas. H. Gay, | " |
| Jno. B. Parsons, | " |
| Geo. W. Elkins, | " |
| Jno. M. Mack, | " |
| Geo. H. Earle, Jr., | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $7,757,944 30 | Capital stock, common, ..... | $8,297,320 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 252,100 00 |
| Stocks and bonds of other companies, ..... | 7,200 00 | Current liabilities as follows: | |
| Current assets as follows: | | Ground rent and mortgages,.. | 13,264 16 |
| Phila. Rapid Transit Co.,..... | 983,214 23 | Leased lines, ..... | 135,488 81 |
| | | Sundry advances, ..... | 7,200 00 |
| | | Profit and loss, ..... | 12,385 56 |
| Total, ..... | $8,748,358 53 | Total, ..... | $8,748,358 53 |

# EMPIRE PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: February 10, 1869.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, ..... | Philadelphia, Pa. |
| Alex. Rennick, Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| P. A. B. Widener, ..... | Philadelphia, Pa. |
| Jno. B. Parsons, ..... | " |
| John M. Mack, ..... | " |
| Jos. E. Widener, ..... | " |
| Chas. O. Kruger, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $1,638,911 31 | Capital stock, common, ..... | $600,000 00 |
| Current assets as follows: | | Funded debt ..... | 200,000 00 |
| Cash, ..... | 1,667 25 | Current liabilities as follows: | |
| | | Accounts payable, ..... | 705,715 00 |
| | | Surplus, ..... | 134,863 56 |
| Total, ..... | $1,640,578 56 | Total, ..... | $1,640,578 56 |

# EPHRATA AND ADAMSTOWN RAILWAY COMPANY.

Operated by Conestoga Traction Company.

Date of charter: September 17, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Chas. B. Keller, President, | Lancaster, Pa. |
| J. S. Graybill, Jr., Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. W. Griest, | Lancaster, Pa. |
| B. Frank Breneman, | " |
| E. T. Fraim, | " |
| P. E. Slaymaker, | " |
| Charles B. Keller, | " |
| J. S. Graybill, Jr., | " |
| Pierce H. Lesher, | Reamstown, Pa. |
| A. E. Shimp, | " |
| P. B. Shaw, | Williamsport, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $224,955 06 | Capital stock, preferred, | $224,875 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 97 19 | Accounts payable, | 447 50 |
| Accounts receivable, | 324 69 | Surplus, | 54 44 |
| Total, | $225,376 94 | Total, | $225,376 94 |

# ERIE ELECTRIC MOTOR COMPANY.

Date of charter: October 8th, 1888.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. F. Wilbor, President, | Erie, Pa. |
| J. L. Sternberg, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| S. T. Everett, | Cleveland, O. |
| H. F. Wilbor, | Erie, Pa. |
| H. L. Moore, | " |
| W. F. Burgiss, | " |
| J. L. Sternberg, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,555,153 90 | Capital stock, common, | $1,250,000 00 |
| Other permanent investments as follows: | | Funded debt, | 1,100,000 00 |
| Stocks and bonds of other companies, | 1,097,598 33 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, | 82,130 00 |
| Accounts receivable, | 20,930 74 | Real estate, | 846 45 |
| Wilbor trustee account, | 59,841 37 | Accrued liabilities as follows: | |
| General renewal account, | 154,122 03 | Taxes accrued and not yet paid, | 3,555 70 |
| | | Surplus, | 51,114 22 |
| Total, | $2,487,646 37 | Total, | $2,487,646 37 |

# ERIE TRACTION COMPANY.

Date of charter: April 16, 1905.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. C. Culbertson, President, | Girard, Pa. |
| Chas. M. Hatch, Secretary and Treasurer, | Erie, Pa. |
| Frank A. Austin, General Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. C. Culbertson, | Girard, Pa. |
| T. A. Lamb, | Erie, Pa. |
| Wm. Spencer, | " |
| Chas. M. Hatch, | " |
| James Culbertson, | Kenilworth, Ill. |
| Frank May, | Springfield, Mo. |
| A. A. Culbertson, | Edinboro, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $1,104,890 62 | Capital stock, common, ..... | $500,000 00 |
| Current assets as follows: | | Funded debt, ..... | 440,000 00 |
| Cash, ..... | 1,785 57 | Current liabilities as follows: | |
| Accounts receivable, ..... | 387 31 | Loans and notes payable, .... | 75,000 00 |
| Agents fund, ..... | 25 00 | Accounts payable, ..... | 19,933 32 |
| Agents and conductors balance, ..... | 223 57 | Matured interest on funded debt unpaid, ..... | 127,737 50 |
| Deficit, ..... | 59,653 41 | Auditors vouchers unpaid,.... | 4,284 66 |
| Total, ..... | $1,166,965 48 | Total, ..... | $1,166,965 48 |

## ERIE RAPID TRANSIT STREET RAILWAY COMPANY.

Date of charter: June 21, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Thomas B. Hall, President, ..... | Camden, N. J. |
| W. E. Hayes, Vice President, ..... | Erie, Pa. |
| T. H. Paist, Secretary and Treasurer, ..... | Philadelphia, Pa. |
| F. J. Cutting, Superintendent, ..... | Erie. |

## FAIRMOUNT PARK AND HADDINGTON PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: July 28, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Isaac Blum, President, ..... | 1107 Market St., Philadelphia, Pa. |
| Geo. D. McCreary, Vice President, ..... | " " |
| Wm. P. Sinnett, Treasurer, ..... | " " |

DIRECTORS.

| Name | Residence. |
|---|---|
| Isaac Blum, | 1107 Market St., Philadelphia, Pa. |
| Geo. D. McCreary, | " " |
| Samuel Y. Heebner, | " " |
| Simon J. Martin, | " " |
| J. Roberts Foulke, | " " |
| Martin V. Burton, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $324,955 45 | Capital stock, common, | $300,000 00 |
| Other permanent investments as follows: | | Current liabilities as follows: | |
| Hestonville, Mantua and Fairmount Park Ry. Co. preferred stock, | 888 00 | Accounts payable, mortgage, | 25,000 00 |
| Current assets as follows: | | Miscellaneous, | 11 03 |
| Cash, | 745 39 | Reserves, | 1,577 81 |
| Total, | $326,588 84 | Total, | $326,588 84 |

# FEDERAL STREET AND PLEASANT VALLEY PASSENGER RAILWAY COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: February 20, 1868.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Keech, President, | Pittsburg, Pa. |
| R. F. Ramsey, Secretary, | " |
| C. J. Braun, Jr., Treasurer, | " |
| W. B. Carson, Assistant Secretary, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. H. Graham, | Pittsburg, Pa. |
| J. C. Reilly, | " |
| W. V. Callery, | " |
| James D. Callery, | " |
| A. J. Logan, | " |
| J. H. Reed, | " |
| S. L. Tone, | " |
| W. B. Carson, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, leased lines, | $2,650,000 00 | Capital stock, common, | $1,400,000 00 |
| | | Funded debt, | 1,250,000 00 |
| Total, | $2,650,000 00 | Total, | $2,650,000 00 |

# FRANKFORD AND SOUTHWARK PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 4, 1854.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. J. Sullivan, President, | 629 Market St., Philadelphia, Pa. |
| R. C. Brewster, Secretary, Treasurer and General Superintendent, | 411 Bullitt Building, Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Edgar Fries, | Philadelphia, Pa. |
| George S. Gandy, | " |
| Frank Weckerly, | " |
| James H. Gay, | " |
| Alexander M. Fox, | " |
| Horace T. Potts, | " |
| Charles E. Ellis, | " |
| M. W. Lipper, | " |
| James F. Sullivan, | " |
| John H. Noblit, | " |
| Alfred P. Smith, | " |
| John L. Clawson, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,890,302 25 | Capital stock, common, | $1,875,000 00 |
| Other permanent investments as follows: | | Current liabilities as follows: | |
| Stocks and bonds of other companies, | 529 26 | Organization fund, | 3,697 00 |
| Current assets as follows: | | Surplus, | 18,921 06 |
| Cash, | 6,786 55 | | |
| Total, | $1,897,618 06 | Total, | $1,897,618 06 |

# FREEMANSBURG STREET RAILWAY COMPANY.

Operated by Easton Transit Company.

Date of charter: June 7, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. Hinckle Smith, President, | 511 Chestnut St., Philadelphia, Pa. |
| S. H. Sargent, Secretary and Treasurer, | " " |
| Robert H. Lerch, Superintendent, | Easton, Pa. |

DIRECTORS.

| Name | Residence. |
|---|---|
| John S. Bioren, | 322 Chestnut St., Philadelphia, Pa. |
| W. Hinckle Smith, | 511 Chestnut St., Philadelphia, Pa. |
| Geo. W. Norris, | " " |
| S. H. Hackett, | Easton, Pa. |
| Edward B. Smith, | 511 Chestnut St., Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $180,000 00 | Capital stock, common, | $150,000 00 |
| | | Funded debt, | 30,000 00 |
| Total, | $180,000 00 | Total, | $180,000 00 |

# FRONT AND FIFTH STREET RAILWAY COMPANY.

Operated by United Traction Company, Reading, Pa.

Date of charter: June 6, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 Mariner and Merchant, Building, 3d and Chestnut Sts., Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | 515 Mariner and Merchant, Building, 3d and Chestnut Sts., Philadelphia, Pa. |

DIRECTORS.

| Name | Residence. |
|---|---|
| Walter A. Rigg, | Reading Pa. |
| Wm. S. Bell, | 515 Mariner and Merchant Building, 3d and Chestnut Sts., Philadelphia, Pa. |
| W. A. Rosen, | 515 Mariner and Merchant Building, 3d and Chestnut Sts., Philadelphia, Pa. |
| John A. Rigg, | 515 Mariner and Merchant Building, 3d and Chestnut Sts., Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $95,000 00 | Capital stock, common, | $45,000 00 |
| | | Funded debt, | 50,000 00 |
| Total, | $95,000 00 | Total, | $95,000 00 |

# GERMANTOWN PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 21, 1858.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Martin V. Burton, President, | 318 Chestnut St., Philadelphia, Pa. |
| Joseph E. Borden, Secretary, | " " |
| Harry J. Delaney, Treasurer, | " " |

DIRECTORS.

| Name | Residence. |
|---|---|
| Meyer Siedenbach, | 318 Chestnut St., Philadelphia, Pa. |
| Clarence B. Moore, | " " |
| William Dulles, | " " |
| Martin V. Burton, | " " |
| Henry Siedenbach, | " " |
| Joseph Koch, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $950,782 56 | Capital stock, preferred, ..... | $572,860 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, ..... | 11,058 31 | Accounts payable, directors accounts, ..... | 46 50 |
| Expense account, ..... | 13,945 26 | Dividends unpaid, ..... | 310 87 |
| | | Interest on bank balance, .... | 1,596 25 |
| | | Maintenance of organization, | 23,000 00 |
| | | Reserves, ..... | 377,972 51 |
| Total, ..... | $975,786 13 | Total, ..... | $975,786 13 |

# GETTYSBURG TRANSIT COMPANY.

Date of charter: December 23, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. Hector MacNeal, President, ..... | Girard Trust Building, Philadelphia, Pa. |
| C. Taylor Leland, Secretary and Treasurer,.... | 421 Chestnut St., Philadelphia, Pa. |
| T. P. Turner, General Superintendent, ..... | Gettysburg, Pa. |

DIRECTORS.

| Name | Residence. |
|---|---|
| George Webster, ..... | Land Title Building, Philadelphia, Pa. |
| Chas. A. Bragg, ..... | " " |
| Thomas Cooper, ..... | " " |
| E. C. Felton, ..... | Girard Trust Building, Philadelphia, Pa. |
| J. H. McNeal, ..... | " " |
| C. Taylor Leland, ..... | 421 Chestnut St., Philadelphia, Pa. |
| H. A. Sage, ..... | Easton, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $219,700 00 | Capital stock, common, ..... | $100,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 110,000 00 |
| Stocks and bonds of other companies, ..... | 317 57 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, ..... | 2,022 76 |
| Cash, ..... | 275 02 | Accounts payable, ..... | 1,064 30 |
| Bills receivable, ..... | 300 00 | Matured interest on funded debt unpaid, ..... | 37,500 00 |
| Material and supplies, ..... | 750 00 | | |
| Prepaid accounts, ..... | 250 00 | | |
| Deficit, ..... | 28,994 47 | | |
| Total, ..... | $250,587 06 | Total, ..... | $250,587 06 |

# GIRARD AVENUE PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: May 17, 1894.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. P. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jno. B. Parsons, | Philadelphia, Pa. |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| Geo. D. Widener, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, leased lines, | $132,951 45 | Capital stock, common, | $5,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 4,844 22 | Additions and betterments, | 132,951 45 |
| Profit and loss, | 155 78 | | |
| Total, | $137,951 45 | Total, | $137,951 45 |

# GREENSBURG AND SOUTHERN ELECTRIC STREET RAILWAY COMPANY.

Date of charter: February 21, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Kuhn, President, | Pittsburg, Pa. |
| J. B. Van Wagner, Vice President, | " |
| C. W. Scheck, Secretary, | " |
| L. L. McClelland, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. S. Kuhn, | Pittsburg, Pa. |
| J. B. Van Wagner, | " |
| C. W. Scheck, | " |
| L. L. McClelland, | " |
| J. F. Cockburn, | Bellevue, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $209,074 02 | Capital stock, common, | $150,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 927 90 | Temporary book accounts, | 61,021 14 |
| Deficit, | 1,019 22 | | |
| Total, | $211,021 14 | Total, | $211,021 14 |

# GREEN AND COATES STREETS PHILADELPHIA PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 21, 1858.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Moses A. Dropsie, President, | Philadelphia, Pa. |
| Lewis S. Renshaw, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| William Dulles, | Philadelphia, Pa. |
| James S. Sullivan, | " |
| Meyer Seidenbach, | " |
| Joseph Koch, | " |
| Martin V. Burton, | " |
| B. Frank Hart, | " |
| Henry Seidenbach, | " |
| James Buckman, | " |
| Edgar Fries, | " |
| Gabriel A. Dropsie, | " |
| Walter H. Jarden, | " |
| Clarence B. Moore, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment at date of lease, | $258,181 43 | Capital stock, common, | $150,000 00 |
| Other permanent investments as follows: | | Real estate mortgages and ground rent, | 21,916 68 |
| Real estate, | 64,285 19 | Surplus, | 154,585 60 |
| Current assets as follows: | | | |
| Cash, | 4,035 66 | | |
| Total, | $326,502 28 | Total, | $326,502 28 |

# HANOVER AND McSHERRYSTOWN STREET RAILWAY COMPANY.

Date of charter: September 30, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Lanius, President, | York, Pa. |
| Geo. T. Schmidt, Secretary, | " |
| Ellis S. Lewis, Treasurer, | " |
| Robert E. Manley, General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. H. Lanius, | York, Pa. |
| Geo. S. Bellmeyer, | " |
| Geo. P. Smyser, | " |
| J. W. Steacy, | " |
| Geo. S. Schmidt, | " |
| W. A. Himes, | New Oxford, Pa. |
| T. J. O'Neill, | Hanover, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $58,533 77 | Capital stock, common, | $30,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 558 97 | Loans and notes payable, | 16,600 00 |
| | | Surplus, | 12,492 74 |
| Total, | $59,092 74 | Total, | $59,092 74 |

# HARRISBURG CITY PASSENGER RAILWAY COMPANY.

Operated by Harrisburg Traction Co.

Date of charter: April 1, 1873.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Henry A. Kelker, President, | Harrisburg, Pa. |
| Alexander Roberts, Secretary, | " |
| Wm. L. Gorgas, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Edward Bailey, | Harrisburg, Pa. |
| J. G. M. Bay, | " |
| Harris Cohen, | " |
| J. T. Ensminger, | " |
| Geo. A. Gorgas, | " |
| H. M. Kelly, | " |
| A. C. McKee, | " |
| Geo. F. Rohrer, | " |
| David Fleming, | " |
| E. C. Felton, | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $125,000 00 | Capital stock, common, | $125,000 00 |
| Other permanent investments as follows: | | Reserves, | 3,354 79 |
| Stocks and bonds of other companies, | 1,920 00 | | |
| Current assets as follows: | | | |
| Cash | 1,434 79 | | |
| Total, | $128,354 79 | Total, | $128,354 79 |

# HARRISBURG AND MECHANICSBURG ELECTRIC RAILWAY COMPANY.

Operated by Valley Traction Company.

Date of charter: May 7, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. C. Kennedy, President, | Chambersburg, Pa. |
| W. L. Ritchey, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. F. Boyd, | Chambersburg, Pa. |
| C. M. Davison, | " |
| I. C. Elder, | " |
| J. B. Hoyer, | " |
| T. B. Kennedy, | " |
| G. W. Martin, | " |
| H. A. Riddle, | " |
| W. K. Sharpe, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, leased lines, | $289,000 00 | Capital stock, common, | $144,500 00 |
| | | Funded debt, | 144,500 00 |
| Total, | $289,000 00 | Total, | $289,000 00 |

# HARRISBURG TRACTION COMPANY.

Operated by Central Pennsylvania Traction Company.

Date of charter: June 18, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Edward Bailey, President, | Harrisburg, Pa. |
| W. J. Calder, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| E. C. Felton, | Philadelphia, Pa. |
| Edward Bailey, | Harrisburg, Pa. |
| B. F. Meyers, | " |
| S. F. Dunkle, | " |
| E. W. S. Parthemore, | " |
| E. Z. Wallower, | " |
| Geo. W. Relly, | " |
| T. G. Calder, | " |
| H. A. Kelker, | " |
| F. E. Walz, | " |
| Harris Cohen, | " |
| A. G. Knisely, | " |
| J. M. Cameron, | " |
| Jas. Russ, | " |
| W. H. Selbert, | Steelton, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $319,520 91 | Capital stock, common,..... | $210,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 75,000 00 |
| Stocks and bonds of other companies, ..... | 1,870,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, ..... | 37,336 10 |
| Cash, ..... | 81,000 00 | Dividends unpaid, ..... | 63,000 00 |
| Accounts receivable, ..... | 94 90 | | |
| Miscellaneous, ..... | 4,720 29 | | |
| Total, ..... | $2,275,336 10 | Total, ..... | $2,275,336 10 |

# HESTONVILLE, MANTUA AND FAIRMOUNT PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 6, 1859.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John B. Parsons, President, ..... | Philadelphia, Pa. |
| Wm. H. Shelmerdine, Vice President, ..... | " |
| Chas. O. Kruger, Secretary and Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Wm. H. Shelmerdine, ..... | Philadelphia, Pa. |
| Jeremiah J. Sullivan, ..... | " |
| Joseph E. Widener, ..... | " |
| Geo. D. Widener, ..... | " |
| Alex. M. Fox, Jr., ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $1,895,186 91 | Capital stock, preferred and common, ..... | $833,281 36 |
| Current assets as follows: | | Funded debt ..... | 1,250,000 00 |
| Cash, ..... | 277 83 | Current liabilities as follows: | |
| Office furniture, ..... | 1,015 46 | Loans and notes payable, due leased lines, ..... | 100,000 00 |
| Real estate, ..... | 424,291 78 | Accounts payable, ..... | 50 00 |
| Union Traction Co. account,.. | 204,141 29 | Ground rents and mortgages payable, ..... | 22,366 65 |
| | | Leased equipment accounts,... | 241,968 75 |
| | | Surplus, ..... | 77,246 51 |
| Total, ..... | $2,524,913 27 | Total, ..... | $2,524,913 27 |

## HIGHLAND GROVE TRACTION COMPANY.

Date of charter: April 14, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| T. H. Bowman, President, | McKeesport, Pa. |
| Arthur R. May, Secretary, | " |
| S. M. Boumar, Treasurer, | " |
| T. H. Boumar, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| T. H. Boumar, | McKeesport, Pa. |
| S. M. Boumar, | " |
| A. H. Boumar, | " |
| Arthur R. May, | " |
| J. M. Lyle, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $45,047 94 | Capital stock, common, | $23,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 1,418 87 | Loans and notes payable, | 10,000 00 |
| Deficit, | 4,864 87 | Accounts payable, | 18,331 68 |
| Total, | $51,331 68 | Total, | $51,331 68 |

## HILLCREST AVENUE PASSENGER RAILWAY COMPANY.

Operate by Philadelphia Rapid Transit Company.

Date of charter: February 25, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jno. B. Parsons, | Philadelphia, Pa. |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| Geo. D. Widener, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $52,928 62 | Capital stock, preferred, | $10,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 9,716 23 | Due for construction to Union Traction Co., | 52,895 62 |
| Profit and loss, | 250 77 | | |
| Total, | $62,895 62 | Total, | $62,895 62 |

# HOLMESBURG, TACONY AND FRANKFORD ELECTRIC RAILWAY COMPANY.

Date of charter: September 29, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 M. & M. Building, Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | " " |
| Henry Glazier, General Superintendent, | Tacony, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Remi Remont, | " |
| Robert N. Carson, | " |
| Jos. L. Caven, | " |
| Richmond L. Jones, | Reading, Pa. |
| Wm. R. McIlvain, | " |
| R. Nelson Buckley, | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $1,170,523 60 | Capital stock, common, ..... | $750,000 00 |
| Current assets as follows: | | Funded debt, ..... | 400,000 00 |
| Cash, ..... | 5,807 03 | Current liabilities as follows: | |
| Accounts receivable, ..... | 100 00 | Accounts payable, ..... | 4,626 44 |
| Material and supplies, ..... | 578 05 | Miscellaneous, ..... | 36,222 42 |
| Prepaid accounts, ..... | 891 09 | Accrued liabilities as follows: | |
| Miscellaneous, ..... | 10,229 19 | Taxes accrued and not yet due, | 1,252 42 |
| Deficit, ..... | 7,236 66 | Interest on funded debt accrued and not yet due,..... | 3,333 34 |
| Total, ..... | $1,195,434 62 | Total, ..... | $1,195,434 62 |

# HOMESTEAD AND MIFFLIN STREET RAILWAY COMPANY.

Date of charter: June 27, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. H. West, President, ..... | Homestead, Pa. |
| L. L. Davis, Secretary, ..... | " |
| J. B. Coen, Treasurer, ..... | " |
| Fred. W. Thorn, Superintendent, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Louis Roth, ..... | Homestead, Pa. |
| M. H. West, ..... | " |
| J. B. Coen, ..... | " |
| E. L. Erbeck, ..... | White Plains, N. Y. |
| Robt. McWhinny, ..... | Homestead, Pa. |
| Wm. Martin, ..... | " |
| Geo. Jacobs, ..... | " |
| Fred. J. Erbeck, ..... | " |
| H. W. Fairfield, ..... | " |
| L. L. Davis, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $155,587 57 | Capital stock, common, ..... | $88,866 90 |
| Current assets as follows: | | Real estate mortgages, ..... | 9,000 00 |
| Cash, ..... | 548 83 | Current liabilities as follows: | |
| | | Loans and notes payable, ..... | 55,300 00 |
| | | Accounts payable, ..... | 905 72 |
| | | Surplus, ..... | 2,063 78 |
| Total, ..... | $156,136 40 | Total, ..... | $156,136 40 |

# HUMMELSTOWN AND CAMPBELLSTOWN STREET RAILWAY COMPANY.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Milton S. Hershey, President, | Derry Church, Pa. |
| John E. Snyder, Secretary, | Lancaster, Pa. |
| William H. Leb Richer, Treasurer, | Derry Church, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| C. S. Maulfavi, | Annville, Pa. |
| Geo. B. Ulrich, | " |
| John E. Snyder, | Lancaster, Pa. |
| William H. Leb. Richer, | Derry Church, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $185,340 51 | Capital stock, common, | $50,000 00 |
| Current assets as follows: | | Funded debt, | 150,000 00 |
| Cash, | 381 46 | | |
| Deficit, | 14,278 03 | | |
| Total, | $200,000 00 | Total, | $200,000 00 |

# HUNTINGDON STREET CONNECTING PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: February 15, 1894.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, | Philadelphia, Pa. |
| Jno. B. Peddle, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| P. A. B. Widener, | Philadelphia, Pa. |
| Jno. B. Parsons, | " |
| John M. Mack, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $27,718 00 | Capital stock, common, | $60,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 22 00 | Due lessee company, | 21,740 00 |
| Total, | $27,740 00 | Total, | $27,740 00 |

# JEFFERSON TRACTION COMPANY.

Date of charter: December 29, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. A. Hill, President, | Tonawanda, Pa. |
| B. M. Clark, Secretary, | Punxsutawney, Pa. |
| D. H. Clark, Treasurer, | " |
| Irwin Barry, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. A. Hill, | Towanda, Pa. |
| Geo. W. Kipp, | " |
| D. H. Clark, | Punxsutawney, Pa. |
| B. M. Clark, | " |
| Geo. W. Black, | Wilkinsburg, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $701,753 80 | Capital stock, preferred, | $354,000 00 |
| Current assets as follows: | | Funded debt, | 349,000 00 |
| Cash, | 10,619 17 | Surplus, | 10,619 17 |
| Material and supplies, | 1,246 20 | | |
| Total, | $713,619 17 | Total, | $713,619 17 |

# JERSEY SHORE ELECTRIC STREET RAILWAY COMPANY.

Date of charter: April 1, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. Henry Cochran, President, | Williamsport, Pa. |
| C. B. McCullough, Secretary, | Jersey Shore, Pa. |
| Ernst H. Davis, Treasurer, | Williamsport, Pa. |
| Geo. P. Nice, General Superintendent, | Jersey Shore, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| R. K. Foster, | Williamsport, Pa. |
| Seth T. McCormick, | " |
| Ernst H. Davis, | " |
| Robt. McCullough, | Jersey Shore, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $157,832 10 | Capital stock, common, | $135,600 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 1,093 23 | Loan and notes payable, | 20,000 00 |
| Accounts receivable, | 690 37 | Accounts payable, | 2,491 19 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 395 49 |
| | | Surplus, | 1,129 02 |
| Total, | $ 159,615 70 | Total, | $ 159,615 70 |

# JOHNSTOWN PASSENGER RAILWAY COMPANY.

Date of charter: May 8, 1882.

OFFICERS.

| Name. | Official Address. |
|---|---|
| T. C. Du Pont, President, | Wilmington, Del. |
| S. E. Young, Secretary, | Johnstown, Pa. |
| Herman Baumer, Treasurer, | " |
| E. M. Du Pont, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| T. C. Du Pont, | Wilmington, Del. |
| S. E. Young, | Johnstown, Pa. |
| Herman Bauner, | " |
| Wm. R. Thomas, | " |
| Percy Allen Rose, | " |
| John H. Walters, | " |
| John B. Hoefgen, | New York, N. Y. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $4,052,744 38 | Capital stock, common, | $2,000,000 00 |
| Current assets as follows: | | Funded debt, | 1,930,000 00 |
| Cash, | 35,130 33 | Current liabilities as follows: | |
| Bills receivable, | 2,500 00 | Loans and notes payable, | 88,500 00 |
| | | Matured interest on funded debt unpaid, | 623 89 |
| | | Dividends unpaid, | 20,000 00 |
| | | Miscellaneous, | 853 46 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 4,493 35 |
| | | Surplus, | 45,904 01 |
| Total, | $4,090,374 71 | Total, | $4,090,374 71 |

# KESSLER STREET CONNECTING PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: May 17, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, | Philadelphia, Pa. |
| John B. Peddle, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| P. A. B. Widener, | Philadelphia, Pa. |
| Jno. B. Parsons, | " |
| John M. Mack, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $24,915 31 | Capital stock common, ..... | $5,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, ..... | 180 73 | Due lessee company, ..... | 20,080 11 |
| | | Accrued liabilities as follows: | |
| | | Profit and loss, ..... | 15 93 |
| Total, ..... | $25,096 04 | Total, ..... | $25,096 04 |

# KITTANNING AND LEECHBURG RAILWAY COMPANY.

Date of charter: May 26, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| F. A. Moesta, President, ..... | Kittanning, Pa. |
| James McCullough, Jr., Secretary and Treasurer, ..... | " |
| F. A. Moesta, General Superintendent, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| F. A. Moesta, ..... | Kittanning, Pa. |
| James McCullough, Jr., ..... | " |
| Chas. J. Moesta, ..... | " |
| John Fox, ..... | " |
| Henry E. Moesta, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $609,540 00 | Capital stock, common, ..... | $500,000 00 |
| Current assets as follows: | | Funded debt, ..... | 27,500 00 |
| Material and supplies, ..... | 1,500 00 | Current liabilities as follows: | |
| Prepaid accounts, ..... | 80,957 00 | Loans and notes payable, ..... | 149,089 29 |
| Interest fund, ..... | 1,490 98 | Accounts payable, ..... | 16,830 03 |
| | | Accrued liabilities as follows: | |
| | | Interest on funded debt accrued and not yet due, ..... | 68 75 |
| Total, ..... | $693,488 07 | Total, ..... | $693,488 07 |

# KUTZTOWN AND FLEETWOOD STREET RAILWAY COMPANY.

Operated by Allentown and Reading Traction Company.

Date of charter: June 1, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. E. Ahrens, President, | Reading, Pa. |
| John M. Frame, Secretary, | " |
| Geo. B. Schaeffer, Treasurer, | " |
| C. S. Ruth, Superintendent, | Allentown, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John R. Miller, | Reading, Pa. |
| R. L. Jones, | " |
| F. R. Wagner, | Hamburg, Pa. |
| Geo. B. Schaeffer, | Reading, Pa. |
| Sol. K. Hoffman, | Hamburg, Pa. |
| P. L. Diener, | " |
| John A. Rigg, | Reading, Pa. |
| John M. Frame, | " |
| Lud. P. Custer, | " |
| W. D. Mohn, | Mohnsville, Pa. |
| J. W. Shepp, | Philadelphia, Pa. |
| W. A. Rosew, | Reading, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $400,000 00 | Capital stock, common, | $200,000 00 |
| | | Funded debt, | 200,000 00 |
| Total, | $400,000 00 | Total, | $400,000 00 |

# LACKAWANNA VALLEY TRACTION RAILWAY COMPANY.

Operated by Scranton Railway Company.

Date of charter: July 20, 1894.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. M. Colton, President, | Bullitt Building, Philadelphia, Pa. |
| C. A. Pearson, Jr., Secretary and Treasurer, | " " |

DIRECTORS.

| Name | Residence. |
|---|---|
| J. M. Colton, | Bullitt Building, Philadelphia, Pa. |
| C. A. Pearson, Jr., | " " |
| G. R. Nichols, | " " |
| Clarence Sill, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $502,517 77 | Capital stock, common, | $400,000 00 |
| Deficit, | 12,482 23 | Funded debt, | 115,000 00 |
| Total, | $515,000 00 | Total, | $515,000 00 |

## LAKE ERIE TRACTION COMPANY.

Operated by S. F. Nixon, Receiver.

OFFICERS.

| Name. | Official Address. |
|---|---|
| S. F. Nixon, Receiver, | Westfield, N. Y. |
| F. J. Cutting, Superintendent, | 12 Park Row, Erie, Pa. |

## LANCASTER AND COLUMBIA RAILWAY COMPANY.

Operated by Conestoga Traction Company.

Date of charter: March 24, 1891.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Milo B. Herr, President, | Lancaster, Pa. |
| J. W. B. Bausman, Secretary, | " |
| John C. Carter, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Milo B. Herr, | Lancaster, Pa. |
| J. W. B. Bausman, | " |
| H. C. Harner, | " |
| Michael Reilly, | " |
| George Steinman, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $262,500 00 | Capital stock, common, | $37,500 00 |
| Current assets as follows: | | Funded debt, | 225,000 00 |
| Cash, | 242 73 | Surplus, | 242 73 |
| Total, | $262,742 73 | Total, | $262,742 73 |

# LANCASTER, MECHANICSBURG AND NEW HOLLAND RAILWAY COMPANY.

Operated by Conestoga Traction Company.

Date of charter: May 16, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Chas. B. Keller, President, | Lancaster, Pa. |
| J. S. Graybill, Jr., Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John D. Skiles, | Lancaster, Pa. |
| J. W. B. Bausman, | " |
| E. T. Fralm, | " |
| Charles B. Keller, | " |
| J. S. Graybill, Jr., | " |
| John Hertzler, | " |
| W. W. Griest, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $315,124 57 | Capital stock, common, ..... | $300,000 00 |
| Current assets as follows: | | Premium, ..... | 500 00 |
| Cash, ..... | 26 14 | Current liabilities as follows: | |
| Bills receivable, ..... | 3,095 87 | Accounts payable, ..... | 17,745 44 |
| | | Surplus, ..... | 1 14 |
| Total, ..... | $318,246 58 | Total, ..... | $318,246 58 |

# LANCASTER, PETERSBURG AND MANHEIM RAILWAY COMPANY.

Operated by Conestoga Traction Company.

Date of charter: November 5, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Chas. B. Keller, President, ..... | Lancaster, Pa. |
| Chas. B. Keller, Secretary, ..... | " |
| J. S. Graybill, Jr., Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| H. C. Boyd, ..... | Manheim, Pa. |
| J. Frank Dunlap, ..... | " |
| Hiram S. Hershey, ..... | East Petersburg, Pa. |
| Levi S. Gross, ..... | " |
| John N. Musser, ..... | Manheim, Pa. |
| P. E. Slaymaker, ..... | Lancaster, Pa. |
| John Hertzler, ..... | " |
| W. W. Griest, ..... | " |
| Chas. B. Keller, ..... | " |
| H. C. Harner, ..... | " |
| E. T. Fraim, ..... | " |
| J. S. Graybill, Jr., ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $168,218 19 | Capital stock, preferred, ..... | $175,000 00 |
| Current assets as follows: | | Surplus, ..... | 32 26 |
| Cash, ..... | 31 26 | | |
| Accounts receivable, ..... | 6,782 51 | | |
| Total, ..... | $175,032 26 | Total, ..... | $175,032 26 |

## LANCASTER AND ROCKY SPRINGS RAILWAY COMPANY.

Operated by Conestoga Traction Company.

Date of charter: January 12, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Chas. B. Keller, President, | Lancaster, Pa. |
| J. S. Graybill, Jr., Secretary and Treasurer, | " |
| S. Edgar Titzel, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. S. Graybill, Jr., | Lancaster, Pa. |
| J. W. B. Bausman, | " |
| John Hertzler, | " |
| B. F. Breneman, | " |
| W. W. Griest, | " |
| Chas. B. Keller, | " |
| P. E. Slaymaker, | " |
| Isaac Phenegar, | Strasburg, Pa. |
| P. B. Shaw, | Williamsport, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $196,889 08 | Capital stock, common, | $200,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 50 76 | Loans and notes payable, | 5,000 00 |
| Accounts receivable, | 10,977 15 | Accounts payable, | 2,785 23 |
| | | Surplus, | 131 76 |
| Total, | $207,916 99 | Total, | $207,916 99 |

## LANCASTER, WILLOW STREET, LAMPETER AND STRASBURG RAILWAY COMPANY.

Operated by Conestoga Traction Company.

Date of charter: November 13, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Charles B. Keller, President, | Lancaster, Pa. |
| J. S. Graybill, Jr., Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| David Huber, | Lancaster, Pa. |
| Geo. W. Hensel, | Strasburg, Pa. |
| Abraham J. Rockafield, | Lampeter, Pa. |
| C. R. Herr, | Lancaster, Pa. |
| B. Frank Breneman, | " |
| Charles B. Keller, | " |
| Jacob L. Ranck, | Strasburg, Pa. |
| John B. Myers, | Lancaster, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $225,000 00 | Capital stock, preferred, | $225,000 00 |
| Current assets as follows: | | Surplus, | 34 39 |
| Cash, | 34 39 | | |
| Total, | $225,034 39 | Total, | $225,034 39 |

# LANCASTER AND SOUTHERN STREET RAILWAY COMPANY.

Date of charter: October 9, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James G. McSparran, President, | Furniss, Pa. |
| T. K. Worthington, Secretary and Treasurer, | Lancaster, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James G. McSparran, | Furniss, Pa. |
| William Wohlson, | Lancaster, Pa. |
| C. A. Fon Dersmith, | " |
| Frederick Shoff, | Colemanville, Pa. |
| T. K. Worthington, | Lancaster, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $92,800 00 | Capital stock common, | $92,800 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 233 57 | Loans and notes payable, | 6,900 00 |
| Accounts receivable, | 6,900 00 | T. W. Worthington, Treas., | 6 83 |
| | | Surplus, | 226 74 |
| Total, | $99,933 57 | Total, | $99,933 57 |

# LANCASTER AND YORK FURNACE STREET RAILWAY COMPANY.

Date of charter: July 22, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Frederick Shoff, President, | Lancaster, Pa. |
| Jacob Hill Byrne, Secretary, | " |
| Amos M. Landis Treasurer, | " |
| John R. Kreider, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Frederick Shoff, | Colemanville, Pa. |
| Amos M. Landis, | New Danville, Pa. |
| Jacob Hill Byrne, | Lancaster, Pa. |
| Eli G. Reist, | Mount Joy, Pa. |
| John B. Myers, | Lancaster, R. F. D. No. 7, Pa. |
| S. T. Davis, | Lancaster, Pa. |
| A. B. Dausman, | Millersville, Pa. |
| J. W. Gardner, | Colemanville, Pa. |
| Jacob B. Harrish, | New Danville, Pa. |
| Paul Heine, | Lancaster, Pa. |
| John T. Buntaker, | Mt. Nebo, Pa. |
| Martin H. Good, | Safe Harbor, R. F. D. No. 1, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $279,606 42 | Capital stock, common, | $170,150 00 |
| Current assets as follows: | | Funded debt, | 109,500 00 |
| Cash, | 6,285 35 | Current liabilities as follows: | |
| Deficit, | 3,758 23 | Loans and notes payable, | 10,000 00 |
| Total, | $289,650 00 | Total, | $289,650 00 |

# LANSDALE AND NORRISTOWN ELECTRIC RAILWAY COMPANY.

Operated by Receivers.

Date of charter: January 23, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Alvin Hill, Receiver, | Bethlehem, Pa. |
| R. B. Keys, | |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $600,000 00 | Capital stock, common, ..... | $300,000 00 |
| Current assets as follows: | | Funded debt, ..... | 300,000 00 |
| Cash, ..... | 1,219 40 | Surplus, ..... | 1,219 40 |
| Total, ..... | $601,219 40 | Total, ..... | $601,219 40 |

# LATROBE STREET RAILWAY COMPANY.

Date of charter: August 7, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. B. Anderson, President, ..... | Latrobe, Pa. |
| J. C. Head, Secretary and Treasurer, ..... | " |
| H. D. Hershey, Superintendent, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. B. Anderson, ..... | Latrobe, Pa. |
| J. C. Head, ..... | " |
| J. L. Peters, ..... | " |
| J. B. Head, ..... | Greensburg, Pa. |
| M. K. Salisbury, ..... | Pittsburg, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ... | $99,114 32 | Capital stock, common, ..... | $100,000 00 |
| Other permanent investment as follows: | | Funded debt, ..... | 100,000 00 |
| Stocks and bonds of other companies, ..... | 25,000 00 | Current liabilities as follows: | |
| Right of way, franchise, etc.,.. | 101,400 00 | Loans and notes payable, ..... | 17,000 00 |
| Current assets as follows: | | Surplus, ..... | 10,829 45 |
| Cash, ..... | 2,315 13 | | |
| Total, ..... | $227,829 45 | Total, ..... | $227,829 45 |

# LEBANON VALLEY STREET RAILWAY COMPANY.

Date of charter: June 28, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 M. & M. Bldg., Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | " " |
| Chas. H. Smith, General Superintendent, | Lebanon, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Remi Remont, | " |
| W. S. Bell, | " |
| Richmond L. Jones, | Reading, Pa. |
| W. A. Rosen, | " |
| Walter A. Rigg, | " |
| Wm. R. McIlvain, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,018,076 27 | Capital stock, common, | $500,000 00 |
| Current assets as follows: | | Funded debt, | 500,000 00 |
| Cash, | 3,100 94 | Current liabilities as follows: | |
| Accounts receivable, | 10,100 00 | Accounts payable, | 2,253 66 |
| Prepaid accounts, | 576 28 | Miscellaneous, | 19,021 88 |
| Miscellaneous, | 3,775 00 | Accrued liabilities as follows: | |
| | | Interest on funded debt accrued and not yet due, | 2,390 93 |
| | | Surplus, | 11,962 02 |
| Total, | $1,035,628 49 | Total, | $1,035,628 49 |

# LEHIGH AVENUE RAILWAY COMPANY.

Operated by the Philadelphia Rapid Transit Company.

Date of charter: December 18, 1873.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Wm. H. Shelmerdine, | Philadelphia, Pa. |
| M. W. Lipper, | " |
| J. J. Sullivan, | " |
| Geo. D. Widener, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $476,050 50 | Capital stock, common, | $600,000 00 |
| Other permanent investments as follows: | | | |
| Equipment, | 70,126 47 | | |
| Current assets as follows: | | | |
| Cash, | 7,070 51 | | |
| Profit and loss, | 46,752 52 | | |
| Total, | $600,000 00 | Total, | $600,000 00 |

# LEHIGH TRACTION COMPANY.

Date of charter: November 7, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| C. W. Kline, President, | Hazleton, Pa. |
| C. J. Kischner, Secretary, | " |
| N. C. Yost, Treasurer, | " |
| C. B. Houck, Superintendent, | " |
| A. Markle, General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| C. W. Kline, | Hazleton, Pa. |
| A. Markle, | " |
| J. B. Price, | " |
| H. Dryfoos, | " |
| W. H. Lawall, | " |
| G. W. Thompson, | " |
| Geo. R. Bedford, | Wilkes-Barre, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ... | $826,875 67 | Capital stock, common, ..... | $1,000,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 500,000 00 |
| Stocks and bonds of other companies, ..... | 9,171 00 | Park, ..... | 30,000 00 |
| Hazle Park, ..... | 543 38 | Real estate mortgages, car barn, | 55,000 00 |
| Franchises, ..... | 1,000,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Certificates of indebtedness, ... | 140,000 00 |
| Bills receivable, ..... | 22,500 00 | Loans and notes payable, ..... | 10,250 00 |
| Accounts receivable, ..... | 22,196 03 | Accounts payable, ..... | 13,782 77 |
| Materials and supplies, ..... | 4,907 73 | Pay roll, ..... | 3,804 67 |
| Sundry fixtures, ..... | 110 00 | Cash account overdrawn, ..... | 47 16 |
| | | Surplus, ..... | 133,419 21 |
| Total, ..... | $1,886,303 81 | Total, ..... | $1,886,303 81 |

# LEHIGH VALLEY TRACTION COMPANY.

Date of charter: February 3, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| R. E. Wright, President, ..... | Allentown, Pa. |
| C. M. Bates, Secretary and Treasurer, ..... | " |
| W. S. Hall, General Manager, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| R. E. Wright, ..... | Allentown, Pa. |
| C. M. Bates, ..... | " |
| L. E. Johnson, ..... | Cleveland, Ohio. |
| H. C. Barrow, ..... | Allentown, Pa. |
| Wilson J. Hartzell, ..... | " |
| C. M. Walter, ..... | " |
| George W. Norris, ..... | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ... | $2,923,954 25 | Capital stock, preferred, ..... | $403,900 00 |
| Construction and equipment, leased lines, ..... | 220,506 81 | Capital stock, common, ..... | 2,477,400 00 |
| Other permanent investments as follows: | | Receivers certificates, ..... | 110,000 00 |
| Stocks and bonds of other companies, ..... | 206,200 00 | Funded debt, ..... | 2,770,000 00 |
| Allentown and Lehigh Valley Traction Company, ..... | 2,594,709 63 | Real estate mortgages, ..... | 2,500 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, ..... | 97,463 27 | Loans and notes payable, ..... | 1,032,973 65 |
| Accounts receivable, ..... | 81,479 08 | Accounts payable, ..... | 87,654 56 |
| Material and supplies, ..... | 110,357 13 | Matured interest on funded debt unpaid, ..... | 166,200 00 |
| Due by agents, ..... | 1,000 00 | Rentals due and unpaid, ..... | 124,882 25 |
| Surplus real estate, ..... | 5,000 00 | Taxes due and accrued, employes' deposits, pay rolls, subsidiary companies, etc., ... | 118,085 90 |
| Discount on stock sold, ..... | 376,128 13 | Accrued liabilities as follows: | |
| Deficit, ..... | 701,691 64 | Taxes accrued and not yet due, | 2,074 62 |
| | | Interest on funded debt accrued and not yet due, ..... | 9,233 33 |
| | | Miscellaneous interest accrued and not yet due, ..... | 1,650 00 |
| | | Rentals accrued and not yet due, ..... | 9,055 94 |
| | | Insurance accrued and not yet due, ..... | 2,979 60 |
| Total, ..... | $7,318,489 94 | Total, ..... | $7,318,489 94 |

# LEWISBURG, MILTON AND WATSONTOWN PASSENGER RAILWAY COMPANY.

Date of charter: September 3, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Evans R. Dick, President, ..... | 30 Broad street, New York, N. Y. |
| H. C. Winchester, Secretary and Treasurer, .. | " " |
| A. D. Hegarty, General Superintendent, ..... | " " |
| L. H. Mountney, Local Superintendent, ..... | Milton, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Evans R. Dick, ..... | 30 Broad street, New York, N. Y. |
| Gerald Holsman, ..... | " " |
| F. J. Lisman, ..... | " " |
| Geo. S. Graham, ..... | 42 Broadway, New York, N. Y. |
| H. C. Winchester, ..... | 30 Broad street, New York, N. Y. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $303,804 32 | Capital stock, common, ..... | $150,000 00 |
| Current assets as follows: | | Funded debt, ..... | 150,000 00 |
| Cash, ..... | 2,551 69 | Current liabilities as follows: | |
| Accounts receivable, ..... | 1 72 | Matured interest on funded debt unpaid, ..... | 26,250 00 |
| Material and supplies, ..... | 156 79 | Accrued liabilities as follows: | |
| Deficit, ..... | 22,398 63 | Accounts payable, ..... | 2,663 15 |
| Total, ..... | $328,913 15 | Total, ..... | $328,913 15 |

# LEWISTOWN AND REEDSVILLE ELECTRIC RAILWAY COMPANY.

Date of charter: March 24, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. I. Quigley, President, ..... | Lewistown, Pa. |
| E. R. Sponsler, Secretary, ..... | Harrisburg, Pa. |
| William Irvin, ..... | Lewistown, Pa. |
| C. E. Gossard, Superintendent, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. I. Quigley, ..... | Lewistown, Pa. |
| A. B. Spangler, ..... | " |
| A. A. Stevenson, ..... | Burnham, Pa. |
| R. U. Jacob, ..... | Lewistown, Pa. |
| G. H. Macklin, ..... | McVeytown, Pa. |
| Herman Tausig, ..... | Harrisburg, Pa. |
| C. G. Forney, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $458,640 12 | Capital stock, common, ..... | $150,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 275,000 00 |
| Stocks and bonds of other companies, ..... | 30,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, ..... | 5,000 00 |
| Cash, ..... | 375 38 | Accrued liabilities as follows: | |
| | | Interest on funded debt accrued and not yet due, ..... | 1,041 66 |
| | | Surplus, ..... | 57,973 84 |
| Total, ..... | $489,015 50 | Total, ..... | $489,015 50 |

# LYKENS AND WILLIAMS VALLEY STREET RAILWAY COMPANY.

Date of charter: December 14, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Lewis Dellone, President, | Harrisburg, Pa. |
| John Oenslager, Jr., Secretary, | " |
| M. G. Potts, Treasurer, | " |
| Wm. Hoover, Superintendent, | Williamstown, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| L. Dellone, | Harrisburg, Pa. |
| H. D. Hemler, | " |
| Henson Reigel, | " |
| Wm. E. Stewart | " |
| John Oenslager, Jr., | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $369,560 05 | Capital stock, common, | $188,500 00 |
| Current assets as follows: | | Funded debt, | 174,300 00 |
| Cash, | 548 33 | Current liabilities as follows: | |
| Miscellaneous, | 717 53 | Loans and notes payable, | 3,100 00 |
| | | Surplus, | 4,925 91 |
| Total, | $370,825 91 | Total, | $370,825 91 |

# MEADVILLE TRACTION COMPANY.

Date of charter: May 31, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| F. R. Shryock, President, | Meadville, Pa. |
| Cyrus Lee, Secretary, | " |
| Chas. Fahr, Treasurer, | " |
| John Allen, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| F. R. Shyrock, | Meadville, Pa. |
| Geo. D. Trawin, | " |
| Chas. Fahr, | " |
| John J. Shyrock, | " |
| H. H. Thompson, | " |
| Joseph Murick, | Chester, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $304,400 00 | Capital stock, common, | $350,000 00 |
| Other permanent investments as follows: | | Funded debt, | 300,000 00 |
| Stocks and bonds of other companies, | 350,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, | 12,317 04 |
| Accounts receivable, | 258 97 | Matured interest on funded debt unpaid, | 4,000 00 |
| Material and supplies, | 442 44 | Cash, | 977 12 |
| Betterments, | 3,082 37 | | |
| Deficit, | 9,110 38 | | |
| Total, | $667,294 16 | Total, | $667,294 16 |

# MEADVILLE AND CAMBRIDGE SPRINGS STREET RAILWAY COMPANY.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. S. Davison, President, | Pittsburg, Pa. |
| F. R. Shyrock, Vice President and General Manager, | Meadville, Pa. |
| M. F. Tennis, Secretary, | Pittsburg, Pa. |
| E. H. Bair, Treasurer, | Greensburg, Pa. |
| John Allen, Superintendent, | Meadville, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| F. R. Shryock, | Meadville, Pa. |
| Chas. Fahr, | " |
| E. H. Bair, | Greensburg, Pa. |
| James Bryan, | Pittsburg, Pa. |
| Geo. S. Davison, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $310,247 77 | Capital stock, preferred, ..... | $300,000 00 |
| Other permanent investments as follows: | | Capital stock, common, ..... | 300,000 00 |
| Stocks and bonds of other companies, ..... | 300,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, ..... | 3,599 42 |
| Material and supplies, ..... | 346 48 | Cash, ..... | 305 10 |
| | | Surplus, ..... | 6,689 73 |
| Total, ..... | $610,594 25 | Total, ..... | $610,594 25 |

# MEDIA, GLEN RIDDLE AND ROCKDALE ELECTRIC STREET RAILWAY COMPANY.

Operated by Delaware County and Philadelphia Electric Railway Company.

Date of charter: April 9, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, ..... | 515 Mariner and Merchant Building, Third and Chestnut streets, Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary, Treasurer and General Superintendent, ..... | |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, ..... | 515 Mariner and Merchant Building, Third and Chestnut streets, Philadelphia, Pa. |
| Remi Remont, ..... | |
| W. A. Bell, ..... | |
| R. Nelson Buckley, ..... | |
| A. G. Jack, ..... | Chester, Pa. |

GENERAL BALANCE SHEET, JUNE 20, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, leased lines, ..... | $75,599 39 | Capital stock, preferred, ..... | $82,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, ..... | 35 61 | Accounts payable, ..... | 3,535 00 |
| Accounts receivable, ..... | 9,900 00 | | |
| Total, ..... | $85,535 00 | Total, ..... | $85,535 00 |

# MEDIA, MIDDLETOWN, ASTON AND CHESTER ELECTRIC RAILWAY COMPANY.

Date of charter: April 25, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| F. W. Hammett, President, | 113 Arch street, Philadelphia, Pa. |
| E. J. Hasse, Secretary and Treasurer, | " " |
| W. H. Janney, Superintendent, | Folsom, Delaware county, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| F. W. Hammett, | Philadelphia, Pa. |
| B. Griffith Jones, | " |
| E. J. Hasse, | " |
| L. J. Lerick, | " |
| D. Wallerstein, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $504,653 94 | Capital stock, common, | $250,000 00 |
| Current assets as follows: | | Funded debt, | 250,000 00 |
| Cash, | 2,750 47 | Current liabilities as follows: | |
| Accounts receivable, | 251 06 | Notes payable, | 25,000 00 |
| Material and supplies, | 370 09 | Accounts payable, | 3,987 03 |
| Prepaid accounts, | 858 42 | Matured interest on funded debt unpaid, | 25,000 00 |
| Due by agents, | 50 00 | | |
| Deficit, | 45,063 05 | | |
| Total, | $553,987 03 | Total, | $553,987 03 |

# MIDDLETOWN, HIGHSPIRE AND STEELTON RAILWAY COMPANY.

Operated by Central Pennsylvania Traction Company.

Date of charter: December 11, 1891.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Edward Bailey, President, | Harrisburg, Pa. |
| W. J. Calder, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| E. C. Felton, | Philadelphia, Pa. |
| Jas. M. Cameron, | Harrisburg, Pa. |
| J. E. Rutherford, | " |
| Sol. Zimmerman, | Highspire, Pa. |
| S. C. Young, | Middletown, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $83,537 21 | Capital stock, common, | $100,000 00 |
| Current assets as follows: | | Surplus, | 468 58 |
| Cash, | 468 58 | | |
| Balance cash turned over to E. H. P. Ry. Co., to make up the $100,000 as per lease, | 16,462 79 | | |
| Total, | $100,468 58 | Total, | $100,468 58 |

# MONONGAHELA STREET RAILWAY COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: December 24, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. L. Mellon, President, | Pittsburg, Pa. |
| George S. Davison, Secretary, | " |
| R. B. Mellon, Treasurer | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| A. W. Mellon, | Pittsburg, Pa. |
| W. L. Mellon, | " |
| R. B. Mellon, | " |
| George S. Davison, | " |
| W. S. Mitchell, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $11,163,113 37 | Capital stock, common, ..... | $7,000,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 4,400,000 00 |
| Bonds in treasury, ..... | 393,000 00 | Current liabilities as follows: | |
| Property unsold, ..... | 9,962 91 | Loans and notes payable, ..... | 30,000 00 |
| Current assets as follows: | | Accounts payable, ..... | 551 17 |
| Cash, ..... | 14,907 59 | Surplus, ..... | 300,273 72 |
| Accounts receivable, ..... | 149,841 02 | | |
| Total, ..... | $11,730,824 89 | Total, ..... | $11,730,824 89 |

# MONTGOMERY AND CHESTER ELECTRIC RAILWAY COMPANY.

Date of charter: December 9, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| I. J. Brower, President, ..... | Phoenixville, Pa. |
| F. H: Shelton, Secretary and Treasurer, ..... | 1004 Pennsylvania Building, Philadelphia, Pa. |
| C. R. Corbin, Superintendent, ..... | Phoenixville, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| F. H. Shelton, ..... | Philadelphia, Pa. |
| C. R. Miller, ..... | " |
| J. W. Thompson, ..... | Mount Clare, Pa. |
| E. R. Thomas, ..... | Royersford, Pa. |
| I. J. Brower, ..... | Phoenixville, Pa. |
| J. W. Pennypacker, ..... | " |
| F. E. Norris ..... | " |
| J. A. G. Campbell, ..... | Chester, Pa. |
| W. D. Lippincott, ..... | Camden, N. J. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $195,479 25 | Capital stock, common, ..... | $55,000 00 |
| Current assets as follows: | | Funded debt, ..... | 100,000 00 |
| Cash, ..... | 480 11 | Current liabilities as follows: | |
| Material and supplies, ..... | 734 94 | Loans and notes payable, ..... | 56,417 96 |
| Deficit, ..... | 18,856 49 | Accounts payable, ..... | 2,466 16 |
| | | Matured interest on funded debt unpaid, ..... | 1,666 67 |
| Total, ..... | $215,550 79 | Total, ..... | $215,550 79 |

# MONTGOMERY COUNTY PASSENGER RAILWAY COMPANY.

Operated by Schuylkill Valley Traction Company.

Date of charter: January 30, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, ..... | 515 Mariner and Merchant Building, Third and Chestnut streets, Philadelphia, Pa. |
| T. W. Grockett, Jr., Secretary and Treasurer, | |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, ..... | Philadelphia, Pa. |
| Wm. S. Bell, ..... | " |
| N. H. Larzelere, ..... | Norristown, Pa. |
| Horace C. Jones, ..... | Conshohocken, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $154,917 50 | Capital stock, common, ..... | $150,000 00 |
| Deficit, ..... | 10,082 50 | Funded debt, ..... | 15,000 00 |
| Total, ..... | $165,000 00 | Total, ..... | $165,000 00 |

# MONTOURSVILLE PASSENGER RAILWAY COMPANY.

Date of charter: June 28, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Evans R. Dick, President, ..... | 30 Broad street, New York, N. Y. |
| H. C. Winchester, Secretary and Treasurer, .. | " " |
| D. A. Hegarty, General Superintendent, ..... | " " |
| Richard Barrett, Superintendent, ..... | Montoursville, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Evans R. Dick, | 30 Broad street, New York, N. Y. |
| Gerald Holsman, | " " |
| F. J. Lesman, | " " |
| H. C. Winchester, | " " |
| Geo. S. Graham, | Crozier Building, Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $152,736 50 | Capital stock, common, | $75,000 00 |
| Other permanent investments as follows: | | Funded debt, | 75,000 00 |
| Franchises, | 100 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, | 1,775 90 |
| Cash, | 1,350 85 | Matured interest on funded debt unpaid, | 22,500 00 |
| Accounts receivable, | 9,047 38 | | |
| Material and supplies, | 266 73 | | |
| Deficit, | 10,774 44 | | |
| Total, | $174,275 90 | Total, | $174,275 90 |

# MOUNT VERNON ELECTRIC STREET RAILWAY COMPANY.

Operated by Scranton Railway Company.

Date of charter: April 6, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. M. Colton, President, | Bullitt Building, Philadelphia, Pa. |
| C. A. Pearson, Jr., Secretary and Treasurer, | " " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. M. Colton, | Bullitt Building, Philadelphia, Pa. |
| W. C. Watt, | " " |
| C. A. Pearson, Jr., | " " |
| G. R. Nichols, | " " |
| Clarence Sill, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $24,000 00 | Capital stock, common, ..... | $24,000 00 |
| Total, ..... | $24,000 00 | Total, ..... | $24,000 00 |

# MOUNT WASHINGTON STREET RAILWAY COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: October 8, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| S. L. Tone, President, ..... | Pittsburg, Pa. |
| W. B. Carson, Secretary, ..... | " |
| C. J. Braun, Jr., Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| S. L. Tone, ..... | Pittsburg, Pa. |
| C. S. Mitchell, ..... | " |
| W. B. Carson, ..... | " |
| C. J. Braun, Jr., ..... | " |
| W. G. Whitlinger, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $2,936,410 81 | Capital stock, common, ..... | $1,500,000 00 |
| Deficit, ..... | 75,000 00 | Funded debt, ..... | 1,500,000 00 |
| | | Current liabilities as follows: | |
| | | Accounts payable, ..... ..... | 11,410 81 |
| Total, ..... | $3,011,410 81 | Total, ..... | $3,011,410 81 |

# NEW HOLLAND, BLUE HILL AND TERRE HILL STREET RAILWAY COMPANY.

Operated by Conestoga Traction Company at Lancaster, Pa.

Date of charter: June 24, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. A. Wallace, President, | East Earl, Pa. |
| J. F. Seldomridge, Secretary and Treasurer, | New Holland, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Geo. A. Wallace, | East Earl, Pa. |
| J. F. Seldomridge, | New Holland, Pa. |
| John J. High, | Blue Ball, Pa. |
| H. M. Weaver, | R. F. D., New Holland, Pa. |
| C. M. Shutz, | Salisbury, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $58,361 77 | Capital stock, common, | $72,120 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 13,812 23 | Accounts payable, | 54 00 |
| Total, | $72,174 00 | Total, | $72,174 00 |

# NEW HOMESTEAD STREET RAILWAY COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: June 1, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Theophilus Sproull, Secretary and Treasurer, | Pittsburg, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Julian Kennedy, | Pittsburg, Pa. |
| Henry Buhl, Jr., | Allegheny, Pa. |
| Theophilus Sproull, | Pittsburg, Pa. |
| Wm. M. Hall, Jr., | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $10,000 00 | Capital stock, common, | $10,000 00 |
| Total, | $10,000 00 | Total, | $10,000 00 |

# NEWTOWN ELECTRIC STREET RAILWAY COMPANY.

Date of charter: December 17, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Thomas P. Chambers, President, | Newtown, Pa. |
| George C. Worstall, Secretary, | " |
| A. Chambers, Treasurer, | " |
| John W. Keener, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Thomas P. Chambers, | Newtown, Pa. |
| A. Chambers, | " |
| George C. Worstall, | " |
| Edward H. Buckman, | " |
| A. W. Watson, | " |
| George C. Blackfan, | " |
| Wm. T. Wright, | " |
| T. S. Kenderdine, | " |
| Edward W. Magill, | 1540 Land Title Building, Philadelphia, Pa. |
| Erastus T. Roberts, | Titusville, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $622,515 35 | Capital stock, common, | $300,000 00 |
| Current assets as follows: | | Funded debt, | 300,000 00 |
| Cash, | 909 15 | Current liabilities as follows: | |
| Accounts receivable, | 325 38 | Loans and notes payable, | 66,836 61 |
| Deficit, | 46,424 42 | Accounts payable, | 3,337 61 |
| Total, | $670,174 28 | Total, | $670,174 28 |

## NEWTOWN, LANGHORNE AND BRISTOL TROLLEY STREET RAILWAY COMPANY.

Operated by the Newtown Electric Street Railway Company.

Date of charter: March 25, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Thos. P. Chambers, President, | Newtown, Pa. |
| Thos. J. Janey, Secretary, | " |
| A. Chambers, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Thomas P. Chambers, | Newtown, Pa. |
| A. Chambers, | " |
| Edward W. Magill, | 1540 Land Title Building, Philadelphia, Pa. |
| Thomas J. Janey, | Newtown, Pa. |
| A. W. Watson, | Langhorne, Pa. |
| H. H. Gilman | " |
| G. S. W. Brubaker, | Witherspoon Building, Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $243,000 00 | Capital stock, common, | $118,000 00 |
| | | Funded debt, | 125,000 00 |
| Total, | $243,000 00 | Total, | $243,000 00 |

## NEWTOWN AND YARDLEY STREET RAILWAY COMPANY.

Date of charter: October 17, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. C. Worstall, President, | Newtown, Pa. |
| V. D. Bates, Secretary and Treasurer, | Trenton, N. J. |
| J. G. Honecker, General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Geo. C. Worstall, | Newtown, Pa. |
| C. M. Bates, | Trenton, N. J. |
| T. S. Cadwallader, | Yardley, Pa. |
| M. V. Dager, | " |
| V. D. Bates, | Trenton, N. J. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $121,969 56 | Capital stock, common, | $50,000 00 |
| | | Current liabilities as follows: New Jersey and Pennsylvania Traction Company, | 71,969 56 |
| Total, | $ 121,969 56 | Total, | $ 121,969 56 |

# NORTHAMPTON CENTRAL STREET RAILWAY COMPANY.

Operated by Easton Transit Company.

Date of charter: March 3, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. Hinckle Smith, President, | 511 Chestnut street, Philadelphia, Pa. |
| S. H. Sargent, Secretary and Treasurer, | " " |
| Robert H. Lerch, Superintendent, | Easton, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John S. Bloren, | 322 Chestnut street, Philadelphia, Pa. |
| George W. Norris, | 511 Chestnut street, Philadelphia, Pa. |
| W. Hinckle Smith, | " " |
| S. H. Hackett, | Easton, Pa. |
| J. V. Bull, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $89,480 27 | Capital stock, common, | $72,000 00 |
| | | Curent liabilities as follows: Loans and notes payable, | 17,480 27 |
| Total, | $89,480 27 | Total, | $89,480 27 |

# NORTHAMPTON TRACTION RAILWAY COMPANY.

Date of charter: October 13, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Thos. A. H. Hay, President, | Easton, Pa. |
| Wm. O. Hay, Secretary, | " |
| Chester Snyder, Treasurer, | " |
| D. L. Beaulieu, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Chester Snyder, | Easton, Pa. |
| Wm. J. Daub, | " |
| F. S. Bixler, | " |
| A. R. Dunn, | " |
| M. P. McGrath, | " |
| S. R. Bush, | " |
| H. A. Doan, | Philadelphia, Pa. |
| Wm. R. Grubb, | Bangor, Pa. |
| Wm. Bray, | East Bangor, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $961,679 78 | Capital stock, common, | $500,000 00 |
| Current assets as follows: | | Funded debt, | 397,000 00 |
| Accounts receivable, | 523 07 | Current liabilities as follows: | |
| Badge account, | 82 22 | Loans and notes payable, | 48,533 87 |
| | | Accounts payable, | 11,259 44 |
| | | Accrued liabilities as follows: | |
| | | Overdraft, | 4,191 61 |
| | | Surplus, | 1,300 15 |
| Total, | $962,285 07 | Total, | $962,285 07 |

# NORTHERN PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: September 29, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jno. B. Parsons, | Philadelphia, Pa. |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| Geo. D. Widener, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $18,346 26 | Capital stock, common, | $15,000 00 |
| Other permanent investments as follows: | | Current liabilities as follows: | |
| Cost of equipment, | 3,496 98 | Sundries, | 20,280 62 |
| Current assets as follows: | | Profit and loss, | 91 55 |
| Cash, | 13,528 93 | | |
| Total, | $35,372 17 | Total, | $35,372 17 |

# NORRISTOWN PASSENGER RAILWAY COMPANY.

Operated by Schuylkill Valley Traction Company.

Date of charter: June 23, 1884.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President,<br>T. W. Grookett, Jr., Secretary and Treasurer, | 515 Mariner and Merchant Building, Third and Chestnut streets, Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Wm. S. Bell, | " |
| N. H. Larzelere, | Norristown, Pa. |
| Horace C. Jones, | Conshohocken, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $156,974 90 | Capital stock, preferred, | $8,300 00 |
| Current assets as follows: | | Capital stock, common, | 66,700 00 |
| Cash, | 30 17 | Funded debt, | 75,000 00 |
| | | Surplus, | 7,005 07 |
| Total, | $157,005 07 | Total, | $157,005 07 |

# OIL CITY, ROUSEVILLE AND FRANKLIN RAILWAY COMPANY.

Operated by Citizens' Traction Company.

Date of charter: December 14, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| D. J. Geary, President, | Oil City, Pa. |
| F. W. Bowen, Secretary, | " |
| James Hasson, Treasurer, | " |
| C. M. Fleck, Superintendent, | Franklin, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| D. J. Geary, | Oil City, Pa. |
| William Hasson, | " |
| Joseph Seep, | " |
| P. C. Boyle, | " |
| D. T. Borland, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $110,973 41 | Capital stock, common, | $150,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Accounts receivable, | 74,135 11 | Accounts payable, | 35,108 52 |
| Total, | $185,108 52 | Total, | $185,108 52 |

# OIL CITY STATION RAILWAY COMPANY.

Operated by Citizens' Traction Company.

Date of charter: September 12, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| D. J. Geary, President, | Oil City, Pa. |
| W. B. Filson, Secretary and Treasurer, | " |
| C. M. Fleck, Superintendent, | Franklin, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| D. J. Geary, | Oil City, Pa. |
| Joseph Seep, | Titusville, Pa. |
| William Hasson, | Oil City, Pa. |
| D. T. Borland | " |
| P. C. Boyle, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $35,000 00 | Capital stock, preferred, | $31,745 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Bills receivable, | 5,988 42 | Accounts payable, | 566 59 |
| | | Accrued liabilities as follows: | |
| | | Citizens' Traction Company, | 2,914 67 |
| | | Reserves, | 5,762 16 |
| Total, | $40,988 42 | Total, | $40,988 42 |

# OLEAN, ROCK CITY AND BRADFORD RAILROAD COMPANY.

Date of charter: June 22, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. L. Pierce, President, | Lakeland, Florida. |
| Chas. E. Hudson, Secretary and Treasurer, | Bradford, Pa. |
| J. W. Barnes, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| H. L. Pierce, | Lakeland, Florida. |
| Geo. E. Rogers, | Millers Falls, Mass. |
| Geo. Foles, | Olean, N. Y. |
| Chas. E. Hudson, | Bradford, Pa. |
| Catharine Hudson, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ... | $467,372 54 | Capital stock, preferred, ..... | $210,000 00 |
| Other permanent investments as follows: | | Capital stock, common, ..... | 200,000 00 |
| Stock in treasury, ..... | 12,420 00 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, ..... | 38,459 59 |
| Bills receivable, ..... | 243 70 | Accounts payable, ..... | 3,242 56 |
| Material and supplies, ..... | 4,816 57 | Matured interest on funded debt unpaid, ..... | 8,000 00 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 442 57 |
| | | Interest on funded debt accrued and not yet due, ..... | 416 67 |
| | | Rentals accrued and not yet due, ..... | 1,776 54 |
| | | Surplus, ..... | 22,514 88 |
| Total, ..... | $484,852 81 | Total, ..... | $484,852 81 |

# PATTERSON HEIGHTS STREET RAILWAY COMPANY.

Date of charter: July 3, 1905.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John Reeves, President, ..... | Beaver Falls, Pa. |
| John T. Reeves, Secretary and Treasurer, ..... | " |
| Fred. Hann, Superintendent, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John Reeves, ..... | Beaver Falls, Pa. |
| John T. Reeves, ..... | " |
| Harry W. Reeves, ..... | " |
| James F. Merriman, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $9,254 10 | Capital stock, common, ..... | $6,000 00 |
| Deficit, ..... | 3,603 69 | Current liabilities as follows: | |
| | | Loans and notes payable, ..... | 6,000 00 |
| | | Accrued liabilities as follows: | |
| | | Overdraft in bank, ..... | 857 79 |
| Total, ..... | $12,857 79 | Total, ..... | $12,857 79 |

# PENNSYLVANIA AND MAHONING VALLEY RAILWAY COMPANY.

Date of charter: February 21, 1902.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Murry A. Verner, President, | Pittsburg, Pa. |
| John E. McVey, Secretary, | Youngstown, O. |
| Benj. F. Miles, Treasurer, | Cleveland, O. |
| M. E. McCaskey, General Manager, | New Castle, Pa. |

## DIRECTORS.

| Name. | Residence. |
|---|---|
| Murry A. Verner, | Pittsburg, Pa. |
| Benj. F. Miles, | Cleveland, O. |
| James Parmalee, | " |
| John E. McVey, | Youngstown, O. |
| W. L. Drill, | Pittsburg, Pa. |
| J. W. Blackburn, | Youngstown, O. |
| Chas. W. Aken, | New Castle, Pa. |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $3,543,938 53 | Capital stock, preferred, | $3,000,000 00 |
| Other permanent investments as follows: | | Capital stock, common, | 5,000,000 00 |
| Stocks and bonds of other companies, | 6,665,004 00 | Funded debt, | 2,500,000 00 |
| Real estate not used in operation of road, | 141,525 46 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, | 606,614 95 |
| Cash, | 28,533 21 | Accounts payable, | 64,519 83 |
| Accounts receivable, | 17,646 65 | Dividends unpaid, | 19,875 00 |
| Material and supplies, | 48,362 56 | Accrued liabilities as follows: | |
| Prepaid accounts, | 6,068 80 | Interest on funded debt accrued and not yet due, | 20,833 34 |
| Miscellaneous, | 946,711 44 | Miscellaneous, | 607,258 18 |
| Deficit, | 421,320 65 | | |
| Total, | $11,819,101 30 | Total, | $11,819,101 30 |

# PENNSYLVANIA MOTOR COMPANY.

Operated by Easton Transit Company.

Date of charter: November 15, 1888.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. W .Norris, President, | 511 Chestnut street, Philadelphia, Pa. |
| S. H. Sargent, Secretary and Treasurer, | " " |
| Robert H. Lerch, Superintendent, | Easton, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John S. Bioren, | 322 Chestnut street, Philadelphia, Pa. |
| Geo. W. Norris, | 511 Chestnut street, Philadelphia, Pa. |
| S. H. Hackett, | Easton, Pa. |
| J. V. Bull, | " |
| J. S. Rodenbough, | " |
| W. Hinkle Smith, | 511 Chestnut street, Philadelphia, Pa. |
| Edward B. Smith, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $209,179 96 | Capital stock, common, | $120,000 00 |
| | | Funded debt, | 60,000 00 |
| | | Current liabilities as follows: | |
| | | Loans and notes payable, | 21,679 96 |
| | | Accounts payable, | 7,500 00 |
| Total, | $209,179 96 | Total, | $209,179 96 |

# PEOPLE'S PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 15, 1873.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jno. B. Parsons, | Philadelphia, Pa. |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| Geo. D. Widener, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $6,830,425 11 | Capital stock preferred, | $184,055 98 |
| Lease cost account, | 1,110,788 47 | Capital stock, common, | 740,000 00 |
| Real estate, | 9,833 33 | Funded debt, | 765,000 00 |
| Sinking and other special funds, | 145,000 00 | Current liabilities as follows: | |
| | | Accounts payable, | 70,667 29 |
| | | Ground rents, | 5,833 33 |
| | | Accrued liabilities as follows: | |
| | | Due People's Traction Company for equipment and construction, | 5,848,595 18 |
| | | Leased equipment, | 194,707 50 |
| | | Profit and loss, | 287,167 63 |
| Total, | $8,096,046 91 | Total, | $8,096,046 91 |

# PEOPLE'S STREET RAILWAY COMPANY OF NANTICOKE AND NEWPORT.

Date of charter: September 27, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| K. M. Smith, President, | Alden Station, Pa. |
| R. H. Conover, Secretary and Treasurer, | Nanticoke, Pa. |
| A. Van Alstyne, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| K. M. Smith, | Alden Station, Pa. |
| A. P. Childs, | Nanticoke, Pa. |
| R. H. Conover, | " |
| Q. A. Gates, | Wilkes-Barre, Pa. |
| A. E. Pond, | Boston, Mass. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $226,966 89 | Capital stock, common, ..... | $100,000 00 |
| Current assets as follows: | | Funded debt, ..... | 52,500 00 |
| Cash, ..... | 5,468 99 | Current liabilities as follows: | |
| Material and supplies, ..... | 812 25 | Loans and notes payable, ..... | 6,000 00 |
| | | Extension, ..... | 26,321 51 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 182 63 |
| | | Interest on funded debt accrued and not yet due, ..... | 2,775 00 |
| | | Miscellaneous, ..... | 5,468 99 |
| Total, ..... | $233,248 13 | Total, ..... | $233,248 13 |

# PHILADELPHIA, BRISTOL AND TRENTON STREET RAILWAY COMPANY.

Date of charter: December 30, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. W. Ellard, President, ..... | Baltimore, Md. |
| W. F. Sadler, Jr., Secretary and Treasurer, ..... | Trenton, N. J. |
| C. T. Blondell, Superintendent, ..... | Bristol, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Geo. Blakistone, ..... | Baltimore, Md. |
| Seymour Wandlebaum, ..... | " |
| E. N. Rich, ..... | " |
| J. W. Ellard, ..... | " |
| W. F. Sadler, Jr., ..... | Trenton, N. J. |
| Bromley Wharton, Jr., ..... | Harrisburg, Pa. |
| W. H. Drayton, III, ..... | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction, equipment, leased lines, stocks and bonds of other companies, ..... | $1,678,336 35 | Capital stock, common, ..... | $1,000,000 00 |
| Current assets as follows: | | Funded debt, ..... | 650,000 00 |
| Cash, ..... | 3,918 72 | Current liabilities as follows: | |
| Accounts receivable, ..... | 731 22 | Loans and notes payable, ..... | 38,025 00 |
| Material and supplies, ..... | 982 64 | Accounts payable, ..... | 3,769 91 |
| Prepaid accounts, ..... | 439 06 | Accrued liabilities as follows: | |
| Deficit ..... | 18,220 25 | Interest on funded debt accrued and not yet due, ..... | 10,833 33 |
| Total, ..... | $1,702,628 24 | Total, ..... | $1,702,628 24 |

# PHILADELPHIA, CHELTENHAM AND JENKINTOWN PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: August 9, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jno. B. Parsons, | Philadelphia, Pa. |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| Geo. D. Widener, | " |
| Jno. M. Mack, | " |
| Jos. E. Widener, | " |
| Geo. H. Earle, Jr., | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $639,687 62 | Capital stock, common, | $60,000 00 |
| Other permanent investments, | | Current liabilities as follows: | |
| Stocks and bonds of other companies, | 263,241 09 | People's Passenger Railway Company construction, | 948,512 24 |
| Current assets as follows: | | | |
| Cash, | 54,000 00 | | |
| People's Passenger Railway Company interest assumed, | 51,583 53 | | |
| Total, | $1,008,512 24 | Total, | $1,008,512 24 |

# PHILADELPHIA AND CHESTER RAILWAY COMPANY.

Date of charter: January 30, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 M. & M. Building, Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | " " |
| C. V. Mills, Superintendent, | Chester, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Remi Remont, | " |
| Robert N. Carson, | " |
| Richmond L. Jones, | Reading, Pa. |
| R. Nelson Buckley, | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $671,963 05 | Capital stock, common, | $350,000 00 |
| Current assets as follows: | | Funded debt, | 350,000 00 |
| Cash, | 724 05 | Current liabilities as follows: | |
| Accounts receivable, | 1,524 67 | Accounts payable, | 1,798 80 |
| Prepaid accounts, | 130 52 | Miscellaneous | 34,385 71 |
| Deficit, | 65,158 19 | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 399 31 |
| | | Interest on funded debt accrued and not yet due, | 2,916 66 |
| Total, | $739,500 48 | Total, | $739,500 48 |

# PHILADELPHIA CITY PASSENGER RAILWAY COMPANY.

Date of charter: April 9, 1859.

OFFICERS.

| Name. | Official Address. |
|---|---|
| William W. Colket, President, | 202 Walnut Place, Philadelphia, Pa. |
| T. W. Pennypacker, Secretary and Treasurer, | " " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. S. Wilson, | Philadelphia, Pa. |
| William Cochran, | " |
| John M. Chestnut, | " |
| John A. Brown, Jr., | " |
| S. Davis Walton, | " |
| William West, | King of Prussia P. O., Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $875,842 88 | Capital stock, common, ..... | $475,000 00 |
| Current assets as follows: | | Funded debt, ..... | 300,000 00 |
| Cash, ..... | 89,175 09 | Current liabilities as follows: | |
| | | Dividends unpaid, ..... | 1,194 70 |
| | | Funded debt, Darby Div., ..... | 43,000 00 |
| | | Rental of road account, ..... | 75,000 00 |
| | | Profit and loss, ..... | 70,823 27 |
| Total, ..... | $965,017 97 | Total, ..... | $965,017 97 |

# PHILADELPHIA AND DARBY STREET RAILWAY COMPANY.

Date of charter: April 28, 1857.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Beaveau Borie, President, ..... | 202 Walnut Place, Philadelphia, Pa. |
| Josiah Kisterbrock, Jr., Vice President, ..... | " " |
| William W. Colket, Secretary and Treasurer,.. | " " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Benj. S. Kunkle, ..... | Philadelphia, Pa. |
| Josiah Kisterbock, Jr., ..... | " |
| John Kisterbock, ..... | " |
| S. Davis Walton, ..... | " |
| William W. Colket, ..... | " |
| William H. Pennypacker, ..... | Schuylkill P. O., Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ... | $300,000 00 | Capital stock, common, ..... | $200,000 00 |
| | | Funded debt, ..... | 100,000 00 |
| Total, ..... | $300,000 00 | Total, ..... | $300,000 00 |

# PHILADELPHIA AND EASTON RAILWAY COMPANY.

Date of charter: February 3, 1897.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| George Egolf, President, | Broad and Huntingdon Sts., Philadelphia, Pa. |
| Lewis P. Muthart, Secretary, | Doylestown, Pa. |
| Henry S. Beidler, Treasurer, | " |
| Lewis P. Muthart, Superintendent, | " |

## DIRECTORS.

| Name. | Residence. |
|---|---|
| Henry S. Beidler, | Doylestown, Pa. |
| Samuel A. Hellyer, | " |
| I. R. Rosenberger, | Colmar, Pa. |
| Aaron Kratz, | Plumstedville, Pa. |
| G. M. Grim, | Ottsville, Pa. |
| Thos. A. H. Hay, | Easton, Pa. |
| A. C. Patterson, | 1006 W. Lehigh Ave., Philadelphia, Pa. |
| Edwin Harrison, | Broad and Lehigh Ave., Philadelphia, Pa. |
| Godfrey Schmidthizar, | 27th and York Sts., Philadelphia, Pa. |
| F. Matthews, | 1720 North 22d St., Philadelphia, Pa. |
| S. S. Brumbaugh, | North 12th St., Philadelphia, Pa. |
| George Andrews, | 1128 Tioga St., Philadelphia, Pa. |
| M. Alexander Erskine, | Oak Lane, Pa. |
| Harry Foster, | 1221 Allegheny Ave., Philadelphia, Pa. |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,950,000 00 | Capital stock, common, | $975,000 00 |
| Current assets as follows: | | Funded debt | 975,000 00 |
| Cash, | 867 28 | Real estate mortgages, | 3,000 00 |
| Accounts receivable, | 65,884 91 | Current liabilities as follows: | |
| Prepaid accounts, | 7,486 46 | Loans and notes payable, | 71,050 77 |
| Real estate, | 1,850 00 | Accounts payable, | 73,061 36 |
| Stone crusher, | 1,000 00 | | |
| Office furniture, | 473 50 | | |
| Deficit, | 69,549 98 | | |
| Total, | $2,097,112 13 | Total, | $2,097,112 13 |

29—8—1905

# PHILADELPHIA AND GRAY'S FERRY PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 9, 1858.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Edward Hopkinson, President, | Philadelphia, Pa. |
| Lewis S. Renshaw, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Richard Dale, | Philadelphia, Pa. |
| B. Frank Hart, | " |
| Isaac W. Jeanes, | " |
| William Dulles, | " |
| Stevenson Crothers, | " |
| Lawrence Johnson, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $299,514 40 | Capital stock, common, | $310,157 00 |
| Other permanent investments as follows: | | Current liabilities as follows: | |
| Over issued stock, | 10,000 00 | Accounts payable (conductors' and drivers' deposits), | 26 19 |
| Current assets as follows: | | Dividends unpaid, | 51 03 |
| Cash, | 2,394 64 | Surplus, | 1,674 82 |
| Total, | $311,909 04 | Total | $311,909 04 |

# PHILADELPHIA AND LEHIGH VALLEY TRACTION COMPANY.

Date of charter: February 15, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| F. J. Crilly, President, | Allentown, Pa. |
| C. M. Bates, Secretary and Treasurer, | " |
| W. S. Hall, General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| F. J. Crilly, | Allentown, Pa. |
| C. M. Bates, | " |
| R. E. Wright, | " |
| L. E. Johnson, | " |
| C. M. Walter, | " |
| H. C. Barrow, | " |
| John G. Howcher, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $2,460,621 90 | Receivers' certificates, | $20,000 00 |
| Other permanent investments as follows: | | Capital stock, common, | 1,500,000 00 |
| Stocks and bonds of other companies, | 1,593,165 68 | Funded debt, | 2,100,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, | 59,385 80 | Loans and notes payable, | 556,945 34 |
| Accounts receivable, | 92,829 24 | Accounts payable, | 67,196 25 |
| Material and supplies, | 55,174 89 | Matured interest on funded debt unpaid, | 155,424 67 |
| Prepaid accounts, | 436 61 | Miscellaneous—pay rolls, | 1,078 32 |
| Due by agents, | 420 59 | Allentown Electric Light and Power Company, | 59,214 13 |
| Deficit, | 229,614 69 | Accrued liabilities as follows: | |
| | | Insurance accrued and not yet due, | 617 36 |
| | | Interest on funded debt accrued and not yet due, | 24,723 33 |
| | | Interest on receivers' certificates accrued and not yet due, | 200 00 |
| | | Rentals accrued and not yet due, | 6,250 00 |
| Total, | $4,491,649 40 | Total, | $4,491,649 40 |

# PHILADELPHIA, MORTON AND SWARTHMORE STREET RAILWAY COMPANY.

Operated by Media, Middletown, Aston and Chester Electric Railway Company.

Date of charter: February 24, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Lewis J. Levick, President, | 113 Arch street, Philadelphia, Pa. |
| E. J. Hasse, Secretary and Treasurer, | " " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| L. J. Levick, | 113 Arch street, Philadelphia, Pa. |
| F. W. Hammett, | " " |
| B. G. Jones, | North American Building, Philadelphia, Pa. |
| E. J. Hasse, | 113 Arch street, Philadelphia, Pa. |
| D. Wallerstein, | Land Title Building, Philadelphia, Pa. |
| E. A. Hopkins, | 35 Parliament street, London, England. |
| W. S. Hammett, | Jersey City, N. J. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,211,347 61 | Capital stock, common, | $600,000 00 |
| Deficit, | 80,634 04 | Funded debt, | 600,000 00 |
| | | Current liabilities as follows: | |
| | | Accounts payable, | 251 06 |
| | | Matured interest on funded debt unpaid, | 91,730 59 |
| Total, | $1,291,981 65 | Total, | $1,291,981 65 |

# PHILADELPHIA RAPID TRANSIT COMPANY.

Date of charter: May 1, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John B. Parsons, President, | 810 Dauphin street, Philadelphia, Pa. |
| Geo. D. Widener, Vice President, | Land Title Building, Philadelphia, Pa. |
| R. B. Selfridge, Secretary and Treasurer, | 820 Dauphin street, Philadelphia, Pa. |
| Walter Ellis, Superintendent, | 2230 North Eighth street, Philadelphia, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John B. Parsons, | Philadelphia, Pa. |
| Geo. D. Widener, | " |
| J. J. Sullivan, | " |
| Wm. H. Shelmerdine, | " |
| P. A. B. Widener, | " |
| John M. Mack, | " |
| Geo. H. Earle, Jr., | " |
| Henry Phipps, | New York, N. Y. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $5,733,641 73 | Capital stock, | $11,972,320 00 |
| Construction and equipment, leased lines, | 7,133,577 80 | Current liabilities as follows: | |
| Organization, | 115,325 44 | Accounts payable, audited but not due, | 285,003 65 |
| Stocks and bonds of other companies, | 1,635,559 38 | Accrued liabilities as follows: | |
| Fire insurance fund, | 850,000 00 | Taxes accrued and not yet due, interest on funded debt accrued and not yet due, miscellaneous interest accrued and not yet due, rentals accrued and not yet due, miscellaneous, | 2,113,748 76 |
| Cash, | 1,985,730 20 | Open accounts, | 112,471 46 |
| Accounts receivable, | 25,312 16 | Bonds U. L. Co.'s, | 4,000,000 00 |
| Material and supplies, | 456,577 55 | Surplus, | 730,884 38 |
| Advances to leased lines, | 502,208 43 | | |
| Real estate, | 776,495 56 | | |
| Total, | $19,214,428 25 | Total, | $19,214,428 25 |

# PHILADELPHIA TRACTION COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: August 22, 1883.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, | Philadelphia, Pa. |
| Jno. B. Peddle, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| P. A. B. Widener, | Philadelphia, Pa. |
| Jno. B. Parsons, | " |
| J. B. Altemus, | " |
| Geo. W. Elkins, | " |
| John M. Mack, | " |
| Jos. E. Widener, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $4,202,617 55 | Capital stock, common, | $20,000,000 00 |
| Other permanent investments as follows: | | Funded debt | 627,488 00 |
| Stocks of other companies, | 4,406,155 25 | Current liabilities as follows: | |
| Current assets as follows: | | Open accounts, | 4,166,025 07 |
| Cash, | 10,821 47 | Profit and loss, | 68,597 85 |
| Material and supplies, | 119,561 17 | | |
| Additions and betterments on leased lines, | 16,122,955 48 | | |
| Total, | $24,862,110 92 | Total, | $24,862,110 92 |

# PHILADELPHIA AND WEST CHESTER TRACTION COMPANY.

Date of charter: April 24, 1895.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| A. M. Taylor, President, | 610 Arcade Building, Philadelphia, Pa. |
| H. Hayes Aikens, Secretary, | " " |
| C. L. Ribl, Treasurer, | " " |
| Wm. G. Woolfolk, Superintendent, | Llanerch, Delaware county, Pa. |

## DIRECTORS.

| Name. | Residence. |
|---|---|
| Samuel H. Austin, Jr., | Bellevue-Stratford, Philadelphia, Pa. |
| Horace A. Doan, | Broad and Chestnut Sts., Philadelphia, Pa. |
| A. A. Hirst, | 211 South Sixth street, Philadelphia, Pa. |
| John Sellers, Jr., | 16th and Hamilton streets, Philadelphia, Pa. |
| A. M. Taylor, | 610 Arcade Building, Philadelphia, Pa. |
| Wm. S. Taylor, | 810 Arcade Building, Philadelphia, Pa. |
| Wm. C. Alderson, | 228 South Third street, Philadelphia, Pa. |
| Charles S. Hinchman, | 902 Provident Building, Philadelphia, Pa. |
| Howard Sellers, | 63d and Market streets, Philadelphia, Pa. |
| C. C. Taylor, | 612 Arcade Building, Philadelphia, Pa. |
| Joseph R. Wainwright, | 1635 Spencer street, Philadelphia, Pa. |
| Parker S. Williams, | 711 Arcade Building, Philadelphia, Pa. |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,234,862 87 | Capital stock, common, | $597,200 00 |
| Other permanent investments as follows: | | Funded debt, | 730,000 00 |
| Stocks and bonds of other companies, | 73,875 00 | Current liabilities as follows: | |
| Lease A. & L. St. Ry Co., | 23,000 00 | Accounts payable, | 56,024 24 |
| Stock Sub. Philadelphia and Castle Rock, | 2,250 00 | Accrued liabilities as follows: | |
| Current assets as follows: | | Taxes accrued and not yet due, | 11,374 82 |
| Cash, | 50,827 65 | Rentals accrued and not yet due, | 2,111 56 |
| Bills receivable, | 15,000 00 | Surplus, | 8,866 13 |
| Accounts receivable, | 5,761 23 | | |
| Total, | $1,405,576 75 | Total, | $1,405,576 75 |

# PHILADELPHIA AND WILLOW GROVE STREET RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: January 8, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jno. B. Parsons, President, | Philadelphia, Pa. |
| Chas. O. Kruger, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Geo. D. Widener, | Philadelphia, Pa. |
| Jno. B. Parsons, | " |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| Jno. M. Mack, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,034,918 08 | Capital stock, common, | $100,800 00 |
| Other permanent investments as follows: | | Funded debt, | 1,000,000 00 |
| Real estate, | 11,200 00 | | |
| Current assets as follows: | | | |
| Cash, | 23,745 98 | | |
| Sundry accounts, | 30,935 94 | | |
| Total, | $1,100,800 00 | Total, | $1,100,800 00 |

# PITTSBURG RAILWAYS COMPANY.

Date of charter: May 25, 1871.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James D. Callery, President, | Pittsburg, Pa. |
| W. B. Carson, Secretary, | " |
| C. J. Braun, Jr., Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery | Pittsburg, Pa. |
| J. H. Reed, | " |
| Joshua Rhodes, | " |
| J. C. Reilly, | " |
| A. W. Mellon, | " |
| Geo. E. McCague, | " |
| Geo. H. Frazier, | Philadelphia, Pa. |
| Richard Y. Cook, | " |
| H. J. Bowdoin, | Baltimore, Md. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $2,114,871 47 | Capital stock, preferred, | $2,500,000 00 |
| Construction and equipment, leased lines, | 147,045 97 | Capital stock, common, | 2,500,000 00 |
| Other permanent investments as follows: | | Funded debt, | 5,254,000 00 |
| Stocks and bonds of other companies, | 5,124,699 02 | Current liabilities as follows: | |
| Property and franchises acquired, | 4,305,906 63 | Loans and notes payable, | 1,525,000 00 |
| Current assets as follows: | | Accounts payable, | 1,003,576 54 |
| Cash, | 87,675 23 | Accrued liabilities as follows: | |
| Accounts receivable, | 1,632,330 26 | Taxes accrued and not yet due, | 518,275 22 |
| Material and supplies, | 244,294 38 | Interest on funded debt accrued and not yet due, | 48,830 00 |
| Prepaid accounts, | 56,340 92 | Miscellaneous interest accrued and not yet due, | 2,355 96 |
| Sinking and other special funds, | 88,923 61 | Rentals accrued and not yet due, | 391,954 38 |
| Deficit, | 30,828 22 | Reserves, | 88,923 61 |
| Total, | $13,832,915 71 | Total, | $13,832,915 71 |

# PITTSBURG AND BIRMINGHAM TRACTION COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: August 15, 1889.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. L. Mellon, President, | Pittsburg, Pa. |
| George S. Davison, Secretary, | " |
| R. B. Mellon, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. L. Mellon, | Pittsburg, Pa. |
| R. B. Mellon, | " |
| George S. Davison, | " |
| A. W. Mellon, | " |
| C. T. Farren, | " |
| J. H. Gross, | " |
| W. S. Mitchell, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $4,589,015 29 | Capital stock, common, ..... | $3,000,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 2,801,000 00 |
| Stocks and bonds of other companies, ..... | 1,404,345 27 | Current liabilities as follows: | |
| Current assets as follows: | | Loans and notes payable, ..... | 6,000 00 |
| Cash, ..... | 1,492 02 | Accounts payable, ..... | 36,197 07 |
| Accounts receivable, ..... | 49,029 57 | Dividends unpaid, ..... | 11 25 |
| Sinking and other special funds,. | 3,000 00 | Surplus, ..... | 203,673 83 |
| Total, ..... | $6,046,882 15 | Total, ..... | $6,046,882 15 |

# PITTSBURG AND CHARLEROI STREET RAILWAY COMPANY.

Operated by Pittsburg Railway's Company.

Date of charter: April 14, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James D. Callery, President, ..... | Pittsburg, Pa. |
| W. B. Carson, Secretary, ..... | " |
| C. J. Braun, Jr., Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery, ..... | Pittsburg, Pa. |
| J. H. Reed, ..... | " |
| W. B. Carson, ..... | " |
| C. S. Mitchell, ..... | " |
| S. L. Tone, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $2,165,015 13 | Capital stock, common, ..... | $2,500,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 2,500,000 00 |
| Stocks and bonds of other companies, ..... | 2,860,000 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, ..... | 108,142 07 |
| Accounts receivable, ..... | 83,126 94 | | |
| Total, ..... | $5,108,142 07 | Total, ..... | $5,108,142 07 |

# PITTSBURG, McKEESPORT AND CONNELLSVILLE RAILWAY COMPANY.

Date of charter: December 31, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Kuhn, President, | Pittsburg, Pa. |
| W. H. Graham, Vice President, | " |
| C. W. Scheck, Secretary, | " |
| J. B. Van Wagner, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. S. Kuhn, | Pittsburg, Pa. |
| J. B. Van Wagner, | " |
| C. W. Scheck, | " |
| L. L. McClelland, | " |
| J. F. Cockburn, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $6,273,986 10 | Capital stock, common, | $3,000,000 00 |
| Current assets as follows: | | Funded debt, | 2,999,500 00 |
| Cash, | 25,593 32 | Real estate mortgages, | 36,925 00 |
| Bills receivable, | 250 00 | Current liabilities as follows: | |
| Material and supplies, | 69,915 97 | Accounts payable, | 102 95 |
| | | Temporary book accounts, | 311,833 98 |
| | | Surplus, | 21,383 46 |
| Total, | $6,369,745 39 | Total, | $6,369,745 39 |

# PITTSBURG, McKEESPORT AND GREENSBURG RAILWAY COMPANY.

Date of charter: June 28, 1891.

OFFICERS.

| Name. | Official Address. |
|---|---|
| L. B. Huff, President, | Greensburg, Pa. |
| W. D. Chapman, Secretary and Treasurer, | " |
| M. A. Coffey, General Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| L. B. Huff, | Greensburg, Pa. |
| Richard Coulter, Jr., | " |
| W. D. Chapman, | " |
| P. A. Gibson, | Erie, Pa. |
| J. Edward Studley, | Providence, R. I. |
| C. L. Walther, | Pittsburg, Pa. |
| Edward Bailey, | Harrisburg, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ... | $2,284,301 69 | Capital stock, common, ..... | $1,030,000 00 |
| Current assets as follows: | | Funded debt, ..... | 1,250,000 00 |
| Cash, ..... | 19,070 14 | Current liabilities as follows: | |
| Bills receivable, ..... | 5,281 25 | Loans and notes payable, ..... | 18,000 00 |
| Accounts receivable, ..... | 17,751 18 | Accounts payable, ..... | 7,046 52 |
| | | Surplus, ..... | 21,357 74 |
| Total, ..... | $2,326,404 26 | Total, ..... | $2,326,404 26 |

# PITTSBURG TRACTION COMPANY.

Operated by Pittsburg Railways Company.

Date of charter: April 30, 1887.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James D. Callery, President, | Pittsburg, Pa. |
| W. B. Carson, Secretary, | " |
| C. J. Braun, Jr., Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery, | Pittsburg, Pa. |
| J. H. Reed, | " |
| S. L. Tone, | " |
| C. S. Mitchell, | " |
| C. J. Braun, Jr., | " |
| W. B. Carson, | " |
| J. L. Foster, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $1,725,892 93 | Capital stock, common, ..... | $1,900,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 1,000,000 00 |
| Stocks and bonds of other companies, ..... | 1,029,000 00 | Current liabilities as follows: | |
| Charter and franchises, ..... | 10,479 94 | Accounts payable, ..... | 163,922 68 |
| Current assets as follows: | | Surplus, ..... | 496,226 21 |
| Accounts receivable, ..... | 794,776 02 | | |
| Total, ..... | $3,560,148 89 | Total, ..... | $3,560,148 89 |

# PITTSTON AND SCRANTON STREET RAILWAY COMPANY.

Operated by Scranton Railway Company.

Date of charter: November 7, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. M. Colton, President, ..... | 139 South Fourth street, Philadelphia, Pa. |
| C. Ford Stevens, Secretary and Treasurer, .... | " " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. M. Colton, ..... | 139 South Fourth street, Philadelphia, Pa. |
| H. A. McCarthy, ..... | " " |
| G. R. Nichols, ..... | " " |
| Clarence Sill, ..... | " " |
| W. C. Watt, ..... | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $61,100 00 | Capital stock, common, ..... | $60,000 00 |
| | | Surplus, ..... | 1,100 00 |
| Total, ..... | $61,100 00 | Total, ..... | $61,100 00 |

# PLYMOUTH AND LARKSVILLE RAILWAY COMPANY.

Operated by Wilkes-Barre and Wyoming Valley Traction Company.

Date of charter: May 8, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Abram Nesbitt, President, | Wilkes-Barre, Pa. |
| Paul Bedford, Secretary and Treasurer, | " |
| R. W. Day, Vice President and General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Abram Nesbitt, | Wilkes-Barre, Pa. |
| Paul Bedford, | " |
| D. A. Fell, | " |
| R. W. Day, | " |
| T. A. Wright, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $150,943 49 | Capital stock, commmon, | $75,000 00 |
| Current assets as follows: | | Funded debt, | 75,000 00 |
| Cash, | 420 88 | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 267 49 |
| | | Surplus, | 1,096 88 |
| Total, | $151,364 37 | Total, | $151,364 37 |

# PORT CARBON AND MIDDLEPORT ELECTRIC RAILWAY COMPANY.

Operated by Pottsville Union Traction Company.

Date of charter: July 6, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Clarence P. King, President, | Philadelphia, Pa. |
| William C. Pollock, Jr., Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| William F. North, | Philadelphia, Pa. |
| William C. Pollock, Jr., | " |
| Marshall S. Collingwood, | " |
| Thomas B. Prosser, | " |
| John W. Pittock, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $93,000 00 | Capital stock, preferred, | $93,000 00 |
| Total, | $93,000 00 | Total, | $93,000 00 |

# POTTSTOWN PASSENGER RAILWAY COMPANY.

Operated by Pottstown and Reading Street Railway Company.

Date of charter: July 3, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. N. Malsberger, President, | Pottstown, Pa. |
| Samuel H. Friday, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. Allen Healy, | Pottstown, Pa. |
| Jacob C. Sotter, | " |
| Calvin Fegely, | " |
| Samuel H. Friday, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $200,000 00 | Capital stock, common, | $100,000 00 |
| Current assets as follows: | | Funded debt, | 100,000 00 |
| Cash, | 609 65 | Surplus, | 609 65 |
| Total, | $200,609 65 | Total, | $200,609 65 |

# POTTSVILLE AND READING RAILWAY COMPANY.

Operated by Pottsville Union Traction Company.

Date of charter: May 5, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Clarence P. King, President, | Philadelphia, Pa. |
| William C. Pollock, Jr., Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Frederick H. Treat, | Wayne, Pa. |
| Thomas B. Prosser, | Philadelphia, Pa. |
| William F. North, | " |
| Edward L. Nichols, | " |
| Marshall S. Collinwood, | " |

GENERAL BALANCE SHEET, JUNE 30, 1906.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $156,600 00 | Capital stock, common, | $56,600 00 |
| | | Funded debt, | 100,000 00 |
| Total, | $156,600 00 | Total, | $156,600 00 |

# POTTSVILLE UNION TRACTION COMPANY.

Date of charter: March 15, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Clarence P. King, President, | Philadelphia, Pa. |
| William C. Pollock, Jr., Secretary, | " |
| J. B. Hoellman, Treasurer, | Pottsville, Pa. |
| D. J. Duncan, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| William J. Richards, | Pottsville, Pa. |
| William F. North, | Philadelphia, Pa. |
| Thomas B. Prosser, | " |
| Frederick H. Treat, | " |
| William C. Pollock, Jr., | " |
| Sheldon P. Ritter, | " |
| C. Berkley Taylor, | " |
| John W. Pittock, | " |
| Marshall S. Collingwood, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Stocks and bonds of other companies, | 1,693,062 28 | Capital stock, common, | $1,250,000 00 |
| Real estate and parks, | 1,175 00 | Funded debt, | 735,000 00 |
| Leasehold, | 289,000 00 | Surplus, | 16,973 19 |
| Current assets as follows: | | | |
| Cash, | 13 60 | | |
| Material and supplies, | 3,118 45 | | |
| Prepaid accounts, | 14,703 85 | | |
| Total, | $2,001,073 19 | Total, | $2,001,073 19 |

# QUAKERTOWN TRACTION COMPANY.

Operated by Philadelphia and Lehigh Valley Traction Company.

Date of charter: November 27, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| F. J. Crilly, President, | Allentown, Pa. |
| C. M. Bates, Secretary and Treasurer, | " |
| W. S. Hall, General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| F. J. Crilly, | Allentown, Pa |
| R. E. Wright, | " |
| C. M. Bates, | " |
| C. W. Walter, | " |
| Jno. G. Houecher, | Yardley, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $575,674 53 | Capital stock, common, ..... | $300,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 300,000 00 |
| Stocks and bonds of other companies, ..... | 1,110 00 | Current liabilities as follows: | |
| Current assets as follows: | | Accounts payable, ..... | 749 40 |
| Accounts receivable, ..... | 1,810 00 | Miscellaneous matured interest, unpaid, ..... | 2,050 00 |
| Deficit, ..... | 24,204 87 | | |
| Total, ..... | $602,799 40 | Total, ..... | $602,799 40 |

# READING CITY PASSENGER RAILWAY COMPANY.

Operated by United Traction Company.

Date of charter: March 17, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| B. F. Owen, President, ..... | 515 and 517 Court street, Reading, Pa. |
| Andrew Shafer, Secretary and Treasurer, ..... | 331 Elm street, Reading, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Charles S. Schaeffer, ..... | 524 Washington street, Reading, Pa. |
| James Rick, ..... | 632 Centre avenue, Reading, Pa. |
| Charles Rick, ..... | 634 Centre avenue, Reading, Pa. |
| Wm. R. McIlvain, ..... | 210 North Fifth street, Reading, Pa. |
| James L. Douglas, ..... | 211 South Fifth street, Reading, Pa. |
| Matthew Herbster, ..... | 742 Centre avenue, Reading, Pa. |
| Henry A. Muhlenberg, ..... | 200 North Fourth street, Reading, Pa. |
| Albert Thalheimer, ..... | 143 Cedar street, Reading, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $491,753 17 | Capital stock, common, ..... | $350,000 00 |
| Current assets as follows: | | Funded debt, ..... | 115,000 00 |
| Cash, ..... | 63 30 | Profit and loss, ..... | 26,753 17 |
| | | Surplus, ..... | 63 30 |
| Total, ..... | $491,816 47 | Total, ..... | $491,816 47 |

# READING AND SOUTHWESTERN STREET RAILWAY COMPANY.

Operated by United Traction Company.

Date of charter: November 24, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. W. Shepp, President, | Reading, Pa. |
| V. S. Seltzer, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| D. B. Shepp, | Philadelphia, Pa. |
| W. B. Krick, | Reading, Pa. |
| John Shepp, | " |
| Richmond L. Jones, | " |
| E. J. Moore, | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $230,000 00 | Capital stock, common, | $130,000 00 |
| | | Funded debt, | 100,000 00 |
| Total, | $230,000 00 | Total, | $230,000 00 |

# READING AND TEMPLE ELECTRIC RAILWAY COMPANY.

Operated by the Reading Traction Company.

Operated by Reading Traction Company.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Benjamin F. Owen, President, | Reading, Pa. |
| Frank S. Livingood, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Matthias Moyer, | Reading, Pa. |
| M. B. McKnight, | " |
| William McIlvain, | " |
| Wm. D. Smith, | " |
| Frank S. Livingood, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $165,761 48 | Capital stock, common, | $73,700 00 |
| Current assets as follows: | | Funded debt, | 73,700 00 |
| Cash, | 149 38 | Current liabilities as follows: | |
| | | Profit and loss on sale of stock and bonds, | 18,455 80 |
| | | Surplus, | 55 06 |
| Total, | $165,910 86 | Total, | $165,910 86 |

# READING TRACTION COMPANY.

Operated by United Traction Company.

Date of charter: March 9, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 Mariner and Merchant Building, Third and Chestnut Streets, Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer. | |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| R. L. Jones, | Reading, Pa. |
| O. S. Geiger, | " |
| R. W. Carson, | Philadelphia, Pa. |
| R. W. Buckley, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $380,441 61 | Capital stock, common, ..... | $1,000,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 445,000 00 |
| Stocks and bonds of other companies, ..... | 200,760 00 | Dividends unpaid, ..... | 15,000 00 |
| Property, ..... | 1,027,878 32 | U. T. Co., ..... | 200,460 00 |
| Car houses, ..... | 34,766 80 | Surplus, ..... | 388 69 |
| Office fixtures, ..... | 1,000 89 | | |
| Current assets, as follows: | | | |
| Cash, ..... | 15,341 40 | | |
| Accounts receivable, ..... | 659 67 | | |
| Total, ..... | $1,660,848 69 | Total, ..... | $1,660,848 69 |

# RED LION AND WINDSOR STREET RAILWAY COMPANY.

Operated by York Street Railway Company from July 1, 1904, to May 31, 1905; York and Dallastown Electric Railway Company from June 1, 1905, to June 30, 1905.

Date of charter: July 9, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Lanius, President, ..... | York, Pa. |
| Geo. S. Schmidt, Secretary, ..... | " |
| Ellis S. Lewis, Treasurer, ..... | " |
| J. H. Mellinger, Superintendent, ..... | |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. H. Lanius, ..... | York, Pa. |
| Geo. P. Simper, ..... | " |
| J. W. Steacy, ..... | " |
| Grier Hersh, ..... | " |
| W. F. Bay Stewart, ..... | " |
| Geo. S. Billmeyer, ..... | " |
| W. A. Himer, ..... | New Oxford, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $61,033 36 | Capital stock, common, ..... | $8,000 00 |
| Current assets, as follows: | | Current libalities as follows: | |
| Cash, ..... | 11,577 61 | Loans and notes payable, ..... | 57,000 00 |
| | | Surplus, ..... | 7,610 97 |
| Total, ..... | $72,610 97 | Total, ..... | $72,610 97 |

# RIDGE AVENUE CONNECTING RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company

Date of charter: September 6, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, ..... | Philadelphia, Pa. |
| John B. Peddle, Secretary and Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| P .A. B. Widener, ..... | Philadelphia, Pa. |
| John B. Parsons, ..... | " |
| John M. Mack, ..... | " |
| Jos. E. Widener, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $15,237 00 | Capital stock, common, ..... | $6,000 00 |
| Current assets, as follows: | | Due lessee company, ..... | 9,300 00 |
| Cash, ..... | 63 00 | | |
| Total, ..... | $15,300 00 | Total, ..... | $15,300 00 |

# RIDGE AVENUE PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 15, 1858.

OFFICERS.

| Name. | Official Address. |
|---|---|
| William S. Grant, President, | Ridge and Susquehanna Ave., Phila., Pa. |
| E. Spencer Blight, Secretary and Treasurer, | " " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| R. A. F. Penrose, | 1331 Spruce St., Phila., Pa. |
| Chas. B. Penrose, | 1720 Spruce St., Phila., Pa. |
| Louis A. Biddle, | Chestnut Hill, Phila., Pa. |
| J. Henry Williams, | 133 S. 12th St., Phila., Pa. |
| John M. Scott, | 118 S. 18th St., Phila., Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $548,811 00 | Capital stock, common, | $420,000 00 |
| Current assets, as follows: | | Invested fund, stables, depot, offices, etc., | 139,791 49 |
| Cash, | 4,957 76 | Profit and loss, | 44,258 52 |
| Miscellaneous, P. R. R. stock, | 14,281 25 | | |
| Total, | $604,050 01 | Total, | $604,050 01 |

# RINGING ROCKS ELECTRIC RAILWAY COMPANY.

Date of charter: September 1, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Cyrus Q. Guldin, President, | Reading, Pa. |
| Ralph E. Shaner, Secretary, | Pottstown, Pa. |
| Aaron K. Shaner, Treasurer, | " |
| Ralph E. Shaner, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Cyrus Q. Guldin, | Reading, Pa. |
| Ralph E. Shaner, | Pottstown, Pa. |
| Aaron K. Shaner, | " |
| H. M. Boone, | " |
| L. E. Lefeaver, | Boyertown, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $114,870 20 | Capital stock, common, | $50,000 00 |
| Overdraft of assets, | 43,433 05 | Funded debt, | 50,000 00 |
| | | Real estate mortgages, | 4,000 00 |
| | | Current liabilities as follows: | |
| | | Loans and notes payable, | 8,600 00 |
| | | Accounts payable, | 2,000 00 |
| | | Matured interest on funded dept unpaid, | 28,500 00 |
| | | Miscellaneous matured interest, unpaid, | 1,000 00 |
| | | Treasury overdraft, | 14,203 25 |
| Total, | $158,303 25 | Total, | $158,303 25 |

# ROXBOROUGH, CHESTNUT HILL AND NORRISTOWN RAILWAY COMPANY.

Operated by Schuylkill Valley Traction Company.

Agreement of merger December 24, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 Mariner and Merchant Building, Third and Chestnut Streets, Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer. | |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Remi Remont, | " |
| Robert N. Carson, | " |
| Richmond L. Jones, | Reading, Pa. |
| Wm. R. McIlvain, | " |
| Samuel F. Houston, | Philadelphia, Pa. |
| R. Nelson Buckley, | " |
| G. Martin Brill, | " |
| Wm. Ring, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $621,088 09 | Capital stock, common, ..... | $248,400 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 371,000 00 |
| Stocks and bonds of other companies, ..... | 250,000 00 | Miscellaneous, T. & L. cert., .... | 249,000 00 |
| Current assets, as follows: | | Surplus, ..... | 1,337 40 |
| Cash, ..... | 307 08 | | |
| Accounts receivable, ..... | 14,342 23 | | |
| Total, ..... | $885,737 40 | Total, ..... | $885,737 40 |

# SCHUYLKILL RAILWAY COMPANY.

Date of charter: July, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| G. H. Gerber, President, ..... | Reading, Pa. |
| MacHenry Wilhelm, Secretary, ..... | Ashland, Pa. |
| D. J. Langton, Treasurer, ..... | Shenandoah, Pa. |
| J. W. Smith, Superintendent, ..... | Girardville, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. S. Housenick, ..... | Shenandoah, Pa. |
| John Mieldazis, ..... | " |
| D. J. Langton, ..... | " |
| Alexander Scott, ..... | Frackville, Pa. |
| C. A. Bieller, ..... | " |
| J. C. Biddle, ..... | Fountain Spring, Pa. |
| G. K. Brinkley, ..... | Orwigsburg, Pa. |
| W. S. Leib, ..... | Philadelphia, Pa. |
| MacHenry Wilhelm, ..... | Ashland, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $46,233 89 | Capital stock, common, ..... | $400,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 264,000 00 |
| Cash, ..... | 3,321 31 | Current liabilities as follows: | |
| Accounts receivable, ..... | 3,684 38 | Loans and notes payable, ..... | 368,000 00 |
| Materials and supplies, ..... | 4,500 00 | Accounts payable, ..... | 24,192 37 |
| Amount paid for roads formerly operated by Schuylkill Traction Co., ..... | 1,690,000 00 | Charges on lines purchased, ..... | 425 88 |
| | | Underlying bonds, ..... | 655,000 00 |
| | | Accrued liabilities as follows: | |
| | | Interest on funded debt accrued and not yet due, ..... | 8,952 70 |
| | | Miscellaneous interest accrued and not yet due, ..... | 3,875 00 |
| | | Surplus, ..... | 23,293 66 |
| Total, ..... | $1,747,739 61 | Total, ..... | $1,747,739 61 |

# SCHUYLKILL ELECTRIC RAILWAY COMPANY.

Operated by Pottsville Union Traction Company.

Date of charter: October 4, 1889.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Clarence P. King, President, | Philadelphia, Pa. |
| William C. Pollock, Jr., Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| William J. Richards, | Pottsville, Pa. |
| Frederick H. Treat, | Philadelphia, Pa. |
| William F. North, | " |
| Thomas B. Prosser, | " |
| Marashall S. Collingwood, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,150,000 00 | Capital stock, common, | $650,000 00 |
| | | Funded debt, | 500,000 00 |
| Total, | $1,150,000 00 | Total, | $1,150,000 00 |

# SCHUYLKILL HAVEN AND ORWIGSBURG STREET RAILWAY COMPANY.

Operated by Pottsville Union Traction Company.

Date of Charter: March 4, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Clarence P. King, President, | Philadelphia, Pa. |
| William C. Pollock, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| William F. North, | Philadelphia, Pa. |
| William C. Pollock, Jr., | " |
| Willis S. Bryant, | Schuylkill Haven, Pa. |
| Marshall S. Collingwood, | Philadelphia, Pa. |
| Thomas B. Prosser, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $90,000 00 | Capital stock, common, | $30,000 00 |
| | | Funded debt, | 60,000 00 |
| Total, | $90,000 00 | Total, | $90,000 00 |

# SCHUYLKILL TRACTION COMPANY.

Date of charter: September 26, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Powell Evans, President, | Philadelphia, Pa. |
| J. A. McKee, Secretary and Treasurer, | " |
| J. W. Smith, General Manager, | Girardville, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Powell Evans, | Philadelphia, Pa. |
| Dallas Sanders, | " |
| J. A. McKee, | " |
| Clayton Newbold, | " |
| Wm. H. Walton, | " |
| John F. Finney, | " |
| Herman Hoopes, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $2,670,793 01 | Capital stock preferred, ..... | $500,000 00 |
| Current assets, as follows: | | Capital stock, common, ..... | 1,500,000 00 |
| Cash, ..... | 2,464 71 | Funded debt, ..... | 605,000 00 |
| Material and supplies, ..... | 3,771 76 | Current liabilities as follows: | |
| Deficit, ..... | 58,676 42 | Loans and notes payable, ..... | 61,000 00 |
| | | Accounts payable, ..... | 14,435 90 |
| | | Rentals due and unpaid, ..... | 4,571 67 |
| | | Surplus, ..... | 50,698 36 |
| Total, ..... | $2,735,706 93 | Total, ..... | $2,735,706 93 |

# SCHUYLKILL VALLEY TRACTION COMPANY.

Date of charter: January 5, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, ..... | Philadelphia, Pa. |
| T. W. Grooket, Jr., Secretary and Treasurer, ..... | " |
| George Hoegee, Superintendent, ..... | Norristown, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, ..... | Philadelphia, Pa. |
| Remi Remont, ..... | " |
| Robert H. Carson, ..... | " |
| Richmond L. Jones, ..... | Reading, Pa. |
| N. H. Larzalere, ..... | Norristown, Pa. |
| D. B. Shepp, ..... | Philadelphia, Pa. |
| John T. Dyer, ..... | Norristown, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $596,601 05 | Capital stock, common, ..... | $500,000 00 |
| Other permanent investements as follows: | | Funded debt, ..... | 245,000 00 |
| Stocks and bonds of other companies, ..... | 608,630 92 | Current liabilities as follows: | |
| Current assets, as follows: | | Accounts payable, ..... | 32,120 83 |
| Cash, ..... | 1,594 92 | Miscellaneous, ..... | 414,630 92 |
| Bills receivable, ..... | 4,141 93 | Accrued liabilities as follows: | |
| Accounts receivable, ..... | 6,015 17 | Taxes accrued and not yet due, ..... | 4,068 82 |
| Materials and supplies, ..... | 17,894 50 | Interest on funded debt accrued and not yet due, ..... | 5,104 16 |
| Prepaid accounts, ..... | 7,491 42 | Rentals accrued and not yet due, ..... | 6,164 73 |
| Miscellaneous, ..... | 2,975 00 | | |
| Deficit, ..... | 61,745 05 | | |
| Total, ..... | $1,307,089 46 | Total, ..... | $1,307,089 46 |

# SCRANTON RAILWAY COMPANY.

Date of charter: January 26, 1896.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| C. M. Clark, President, | Bullitt Bldg., Phila., Pa. |
| C. Ford Stevens, Secretary and Treasurer, | " |
| Frank Sillingham, General Manager, | Scranton, Pa. |

## DIRECTORS.

| Name. | Residence. |
|---|---|
| C. M. Clark, | Bullitt Bldg., Phila., Pa. |
| E. W. Clark, Jr., | " |
| G. L. Eastbrook, | " |
| C. Ford Stevens, | " |
| Timothy Burke, | Scranton, Pa. |
| John M. Burke, | " |
| Frank Sillingham, Jr., | " |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $5,519,246 98 | Capital stock, preferred, | $1,500,000 00 |
| Other permanent investments as follows: | | Capital stock, common, | 2,000,000 00 |
| Stocks and bonds of other companies, | 1,085,132 20 | Funded debt, | 3,000,000 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, | 104,871 58 | Accounts payable, | 47,307 16 |
| Accounts receivable, | 58,612 94 | Accrued liabilities as follows: | |
| Materials and supplies, | 44,182 26 | Sundry accrued accounts, | 4,430 26 |
| Prepaid accounts, | 3,664 90 | Taxes accrued and not yet due, | 28,697 63 |
| | | Interest on funded debt accrued and not yet due, | 22,932 50 |
| | | Tickets outstanding, | 1,032 00 |
| | | Surplus, | 211,350 71 |
| Total, | $6,815,780 86 | Total, | $6,815,780 86 |

# SCRANTON AND CARBONDALE TRACTION COMPANY.

Operated by Scranton Railway Company.

Date of charter: February 23, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| C. M. Clark, President, | Bullitt Bldg., Phila., Pa. |
| C. A. Pearson, Jr., Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| C. M. Clark, | Bullitt Bldg., Phila., Pa. |
| S. W. Colton, Jr., | " |
| W. C. Watt | " |
| G. R. Nichols, | " |
| C. H. Clark, Jr., | " |
| C. A. Pearson, Jr., | " |
| Clarence Sill, | " |
| | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $613,000 00 | Capital stock, common, | $500,000 00 |
| Other permanent investments as follows: | | Funded debt, | 150,000 00 |
| Stocks and bonds of other companies, | 36,000 00 | Current liabilities as follows: | |
| Current assets, as follows: | | Dividends unpaid, | 4 25 |
| Cash, | 6,478 02 | Surplus, | 5,473 77 |
| Total, | $655,478 02 | Total, | $655,478 02 |

# SCRANTON AND PITTSTON TRACTION COMPANY.

Operated by Scranton Railway Company.

Date of charter: September 8, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. M. Colton, President, | Bullitt Bldg., Phila., Pa. |
| C. Ford Stevens, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| J. M. Colton, | Bullitt Bldg., Phila., Pa. |
| H. A. McCarthy, | " |
| G. R. Nichols, | " |
| Clarence Sill, | " |
| J. P. Butler, | Scranton, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1906.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,331,625 00 | Capital stock, common, | $976,125 00 |
| Current assets, as follows: | | Funded debt, | 355,500 00 |
| Cash, | 40,848 37 | Current liabilities as follows: | |
| | | Dividends unpaid, | 7 80 |
| | | Surplus, | 40,840 57 |
| Total, | $1,372,473 37 | Total, | $1,372,473 37 |

# SECOND AND THIRD STREETS PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 10, 1858.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Horace T. Potts, President, | 3d and Wood Sts., Phila., Pa. |
| R. C. Brewster, Secretary and Treasurer pro tem. | 411 Bullitt Building, Phila., Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Alexander M. Fox, | Philadelphia, Pa. |
| Alexander L. Crawford, | " |
| William Dulles, | " |
| John H. Catherwood, | " |
| John Lamon, | " |
| John L. Clawson, | " |
| Thomas J. Rose, | " |
| Charles F. Thacher, | " |
| Samuel T. Freeman, | " |
| Harrison I. Potts, | " |
| Jeremiah J. Sullivan, | " |
| Alexander M. Fox, Jr., | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $1,057,571 92 | Capital stock, common, ..... | $771,076 25 |
| Other permanent investments as follows: | | Current liabilities as follows: | |
| Stocks and bonds of other companies, ..... | 3,600 00 | Rentals due and unpaid, .... | 734 50 |
| Real estate, ..... | 1,200 00 | Dividends unpaid, ..... | 63,612 00 |
| Current assets, as follows: | | Earnings applied to capital, .. | 286,495 67 |
| Cash, ..... | 64,250 14 | Organization fund, ..... | 691 08 |
| | | Surplus, ..... | 4,012 56 |
| Total, ..... | $1,126,622 06 | Total, ..... | $1,126,622 06 |

# SEVENTEENTH AND NINETEENTH STREETS PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 12, 1859.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, ..... | Philadelphia, Pa. |
| Jno. B. Peddie, Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Geo. D. Widener, ..... | Philadelphia, Pa. |
| Jos. R. Altemus, ..... | " |
| Jno. B. Parsons, ..... | " |
| John M. Mack, ..... | " |
| Jos. E. Widener, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $904,288 97 | Capital stock, common, ..... | $250,000 00 |
| | | Funded debt, ..... | 100,000 00 |
| | | Due lessee company, ..... | 554,288 97 |
| Total, ..... | $904,288 97 | Total, ..... | $904,288 97 |

# SHAMOKIN AND EDGEWOOD ELECTRIC RAILWAY COMPANY.

Date of charter: May 5, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| [illegible] H. Kelly, President | Shamokin, Pa. |
| [illegible] H. [illegible], Secretary and Treasurer | " |
| [illegible], Superintendent | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| [illegible] H. Kelly | Shamokin, Pa. |
| [illegible] | " |
| [illegible] | " |
| [illegible] H. [illegible] | " |
| [illegible] | " |
| [illegible] | " |
| [illegible] East | " |

GENERAL BALANCE SHEET, JUNE 30, 1896.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Property and equipment | $2,[illegible] | Capital stock common | $[illegible] |
| Other assets, as follows: | [illegible] | Funded debt | [illegible] |
| [illegible] | [illegible] | Current liabilities as follows: | |
| [illegible] franchise | [illegible] | Loans and notes payable | 10,[illegible] |
| | | Surplus | [illegible] |
| Total | $153,[illegible] | Total | $153,319 12 |

# SHAMOKIN AND MOUNT CARMEL ELECTRIC RAILWAY COMPANY.

Date of charter: October, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| G. M. Smith, President | Mt. Carmel, Pa. |
| Henry A. Stanley, Secretary | Lancaster Junction. |
| C. [illegible], Treasurer | [illegible] |
| G. M. Smith, Superintendent | Mt. Carmel. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jacob L. Stahman, | Lititz. |
| Henry S. Snavely, | Lancaster Junction. |
| Israel G. Erb, | Lititz. |
| Thomas M. Righter, | Mt. Carmel. |
| Morris Williams, | Philadelphia. |
| C. Smith, | Annville. |
| A. W. Shober, | Lititz. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,077,268 32 | Capital stock, preferred, | $198,350 00 |
| Current assets, as follows: | | Capital stock, common, | 509,000 00 |
| Cash, | 15,593 11 | Funded debt, | 304,300 00 |
| Materials and supplies, | 800 00 | Current liabilities as follows: | |
| | | Loans and notes payable, | 8,500 00 |
| | | Surplus, | 82,511 43 |
| Total, | $1,093,661 43 | Total, | $1,093,661 43 |

# SHARON AND NEW CASTLE STREET RAILWAY COMPANY.

Date of charter: January 15, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Edwin M. Sanderson, President, | 52 William St., N. Y. |
| S. C. Rodgers, Secretary, | Youngstown, Ohio. |
| A. S. Webb, Jr., Treasurer, | 26 Broad St., New York. |
| Randall Montgomery, Manager, | Youngstown, Ohio. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Edwin N. Sanderson, | 52 William St., N. Y. |
| Alfred N. Perkins, | Sharon, Pa. |
| Randall Montgomery, | Youngstown, Ohio. |
| S. C. Rogers, | |
| Alexander McDowell, | Sharon, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $256,660 70 | Capital stock, common, ..... | $120,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 120,000 00 |
| Cash, ..... | 4,696 77 | Current liabilities as follows: | |
| Accounts receivable, ..... | 9,503 52 | Loans and notes payable, ..... | 16,660 70 |
| Prepaid accounts, ..... | 145 93 | Accounts payable, ..... | 7,265 35 |
| Improvement accounts, ..... | 1,163 66 | Matured interest on funded debt unpaid, ..... | 21,000 00 |
| Deficit, ..... | 12,755 47 | | |
| Total, ..... | $284,926 05 | Total, ..... | $284,926 05 |

# SHARON AND WHEATLAND STREET RAILWAY COMPANY.

Date of charter: September 15, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Edwin M. Sanderson, President, ..... | 52 William St., N. Y. |
| S. C. Rogers, Secretary, ..... | Youngstown, Ohio. |
| A. S. Webb, Jr., Treasurer, ..... | 26 Broad St., New York, N. Y. |
| Randall Montgomery, Manager, ..... | Youngstown, Ohio. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Alexander McDowell, ..... | Sharon, Pa. |
| Alfred N. Perkins, ..... | " |
| Randall Montgomery, ..... | Youngstown, Ohio. |
| Edwin N. Sanderson, ..... | 52 William St., N. Y. |
| S. C. Rodgers, ..... | Youngstown, Ohio. |
| Willis H. Park, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $227,817 16 | Capital stock, common, ..... | $50,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 50,000 00 |
| Cash, ..... | 1,006 43 | Current liabilities as follows: | |
| Accounts receivable, ..... | 23,117 94 | Loans and notes payable, ..... | 136,552 16 |
| Improvement account, ..... | 373 25 | Accounts payable, ..... | 7,434 62 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, ..... | 182 54 |
| | | Surplus, ..... | 8,145 46 |
| Total, ..... | $252,314 78 | Total, ..... | $252,314 78 |

# SLATE BELT ELECTRIC RAILWAY COMPANY.

Date of charter: February 14, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| G. A. Schuebelli, President, | Nazareth, Pa. |
| R. B. Keys Secretary | Bethlehem, Pa. |
| C. A. Wolle, Treasurer, | " |
| G. H. Wolle, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| G. A. Schuebelli, | Nazareth, Pa. |
| T. M. Dodson, | Bethlehem, Pa. |
| Alvin Hill, | " |
| C. A. Wolle, | " |
| G. H. Wolle, | " |
| R. B. Keys, | " |
| Andrew S. Keck, | Allentown, Pa. |
| James Thomas, | Catasauqua, Pa. |
| C. R. Harm, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $720,000 00 | Capital stock, common, | $360,000 00 |
| Current assets, as follows: | | Funded debt, | 360,000 00 |
| Cash, | 3,967 65 | Current liabilities as follows: | |
| Material and supplies, | 9,940 25 | Loans and notes payable, | 9,237 65 |
| | | Accounts payable, | 4,675 25 |
| Total, | $733,907 90 | Total, | $733,907 90 |

# SOUTH SIDE PASSENGER RAILWAY COMPANY.

Date of charter: March 31, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. Henry Cochran, President, | Williamsport, Pa. |
| Ernest H. Davies, Secretary, Treasurer and General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James B. Krause, | Williamsport, Pa. |
| E. R. Payne, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $51,239 81 | Capital stock, common, | $25,000 00 |
| Curent assets, as follows: | | Funded debt, | 25,000 00 |
| Cash, | 4,749 54 | Current liabilities as follows: | |
| Accounts receivable, | 4,484 72 | Accounts payable, | 4,846 25 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 23 24 |
| | | Interest on funded debt accrued and not yet due, | 625 00 |
| | | Profit and loss, | 4,979 58 |
| Total, | $60,474 07 | Total, | $60,474 07 |

# SOUTHWESTERN STREET RAILWAY COMPANY.

Date of charter: September 3, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 M. & M. Bldg., Phila., Pa. |
| T. W. Grookett, Jr., Secretary, | " " |
| C. V. Miles, Superintendent, | Chester, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Remi Remont, | " |
| Robert N. Carson, | " |
| Richmond L. Jones, | Reading, Pa. |
| R. Nelson Buckley, | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $920,577 54 | Capital stock, common, ..... | $400,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 400,000 00 |
| Cash, ..... | 3,527 52 | Current liabilities as follows: | |
| Accounts receivable, ..... | 3,382 50 | Accounts payable, ..... | 1,272 95 |
| Prepaid accounts, ..... | 920 05 | Miscellaneous, ..... | 183,544 87 |
| Miscellaneous, ..... | 193 10 | Accrued liabilities as follows: | |
| Deficit, ..... | 64,404 87 | Taxes accrued and not yet due, ..... | 437 76 |
| | | Interest on funded debt accrued and not yet due, ..... | 7,750 00 |
| Total, ..... | $993,005 58 | Total, ..... | $993,005 58 |

## STROUDSBURG PASSENGER RAILWAY COMPANY.

Date of charter: 1868.

OFFICERS.

| Name. | Official Address. |
|---|---|
| F. H. Smith, President, ..... | Stroudsburg, Pa. |
| E. F. Smith, Secretary, ..... | " |
| W. Gunsaulis, Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| I. S. Case, ..... | Tobyhanna, Pa. |
| F. H. Smith, ..... | Stroudsburg, Pa. |
| W. S. Shafer, ..... | " |
| A. M. Palmer, ..... | " |
| L. B. Smith, ..... | Bushkill, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $73,325 67 | Capital stock preferred, ..... | $70,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 8,000 00 |
| Cash, ..... | 600 92 | Current liabilities as follows: | |
| Accounts receivable, ..... | 18 48 | Accounts payable, ..... | 849 50 |
| Cash received from sale of stock issued, ..... | 6,350 01 | Betterments for year, ..... | 1,675 68 |
| Deficit, ..... | 230 10 | | |
| Total, ..... | $80,525 18 | Total, ..... | $80,525 18 |

# SUBURBAN RAPID TRANSIT STREET RAILWAY COMPANY OF PITTSBURG.

Operated by the Pittsburg Railways Company.

Date of charter: July 15, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| T. H. Given, President, | Pittsburg, Pa. |
| A. E. Braun, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| T. H. Given, | Pittsburg, Pa. |
| J. H. Reed, | " |
| M. K. McMullin, | " |
| Joshua A. Rhodes, | " |
| Thos. A. Noble, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,619,101 02 | Capital stock, common, | $1,400,000 00 |
| Current assets, as follows: | | Funded debt, | 200,000 00 |
| Cash, | 30,552 45 | Accrued liabilities as follows: | |
| Accounts receivable, | 4,000 00 | Interest on funded debt accrued and not yet due, | 4,000 00 |
| Material and supplies, | 1,706 97 | Surplus, | 51,360 44 |
| Total, | $1,655,360 44 | Total, | $1,655,360 44 |

# SUNBURY AND NORTHUMBERLAND ELECTRIC RAILWAY COMPANY.

Date of charter: January 24, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Pierre S. du Pont, President, | Wilmington, Del. |
| S. P. Wolverton, Secretary and Treasurer, | Sunbury, Pa. |
| S. P. Wolverton, Jr., Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Pierre S. du Pont, | Wilmington, Del. |
| J. J. Raskab | " |
| W. A. Donaldson, | Lorain, Ohio. |
| S. P. Wolverton, | Sunbury, Pa. |
| C. M. Clement, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $195,681 98 | Capital stock, common, | $125,000 00 |
| Deficit, | 23,784 95 | Funded debt, | 5,000 00 |
| | | Current liabilities, | 75,000 00 |
| | | Loans and notes payable, | 12,314 55 |
| | | Accounts payable, | 1,750 00 |
| | | Taxes, | 402 38 |
| Total, | $219,466 93 | Total, | $219,466 93 |

# SUSQUEHANNA TRACTION COMPANY.

Date of charter: May 8, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jacob Scott, President, | Lock Haven, Pa. |
| J. H. Furst, Secretary, | " |
| Jacob Scott, Treasurer, | " |
| A. L. Lichtenwalmer, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| C. A. Mayer, | Lock Haven, Pa. |
| Jacob Scott, | " |
| J. Henry Cochran, | Williamsport, Pa. |
| Samuel R. Shipley, | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $300,000 00 | Capital stock, common, | $200,000 00 |
| Current assets, as follows: | | Funded debt, | 100,000 00 |
| Cash, | 250 52 | Current liabilities as follows: | |
| Material and supplies, | 3,304 05 | Loans and notes payable, | 1,000 00 |
| | | Surplus, | 2,554 57 |
| Total, | $303,554 57 | Total, | $303,554 57 |

# TAMAQUA AND LANSFORD STREET RAILWAY COMPANY.

Date of charter: November 2, 1891.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Lewis A. Riley, President, | 106 S. 4th St., Phila., Pa. |
| James McCready, Secretary and Treasurer, | Lansford, Pa. |
| W. D. Zehner, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Lewis A. Riley, | Philadelphia, Pa. |
| Frank P. Spiese, | Tamaqua, Pa. |
| W. D. Zehner, | Lansford, Pa. |
| James McCready, | Summit Hill, Pa. |
| George R. Harris, | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $587,118 16 | Capital stock, common, | $350,000 00 |
| Current assets, as follows: | | Funded debt, | 200,000 00 |
| Cash, | 15,562 33 | Current liabilities as follows: | |
| Accident fund, | 5,000 00 | Accounts payable, vouchers, | 2,954 66 |
| Real estate, | 6,010 00 | Lehigh Coal and Navigation Co., | 20,541 41 |
| | | Pay rolls, | 3,028 44 |
| | | Accident fund, | 5,195 00 |
| | | Surplus, | 31,970 98 |
| Total, | $613,690 49 | Total, | $613,690 49 |

# TAMAQUA AND POTTSVILLE ELECTRIC RAILROAD COMPANY.

Operated by Pottsville Union Traction Company.

Date of charter: May 5, 1892.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Thomas B. Prosser, President, | Philadelphia, Pa. |
| William C. Pollock, Jr., Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Frederick H. Treat, | Wayne, Pa. |
| Clarence P. King, | Philadelphia, Pa. |
| John F. Finney, | " |
| William F. North, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $120,000 00 | Capital stock, common, | $60,000 00 |
| | | Funded debt, | 60,000 00 |
| Total, | $120,000 00 | Total, | $120,000 00 |

# TARENTUM TRACTION PASSENGER RAILWAY COMPANY.

Date of charter: May 20, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. T. Mellon, President, | Pittsburg, Pa. |
| Geo. T. Davison, Secretary, | " |
| R. B. Mellon, Treasurer, | " |
| A. W. Hargatt, Superintendent, | Tarentum, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. T. Mellon, | Pittsburg, Pa. |
| W. S. Mitchell, | " |
| F. N. Ross, | " |
| J. H. Gross, | " |
| C. T. Marsh, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $463,668 70 | Capital stock, preferred, | $48,750 00 |
| Current assets, as follows: | | Funded debt, | 100,000 00 |
| Cash, | 11,861 89 | Current liabilities as follows: | |
| Accounts receivable, | 851 13 | Loans and notes payable, | 55,000 00 |
| Prepaid accounts, | 229 28 | Accounts payable, | 225,300 76 |
| Office furniture and fixtures, | 15 00 | Accrued liabilities as follows: | |
| | | Interest on funded debt accrued and not yet due, | 1,500 00 |
| | | Surplus, | 46,075 24 |
| Total, | $476,626 00 | Total, | $476,626 00 |

# THIRTEENTH AND FIFTEENTH STREETS PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 8, 1859.

OFFICERS.

| Name. | Official Address. |
|---|---|
| B. S. Kunkle, President, | Philadelphia, Pa. |
| Jos. P. Richardson, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| George W. Hall, | Philadelphia, Pa. |
| John C. Bingham, | " |
| Travis Cochran, | " |
| Chas. E. Reed, | " |
| B. F. Hart, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,074,575 84 | Capital stock, common, | $334,529 44 |
| Current assets, as follows: | | Funded debt, | 590,000 00 |
| Cash, | 26,206 10 | Profit and loss, | 187,583 63 |
| Open accounts, | 10,731 63 | | |
| Expense account, | 599 50 | | |
| Total, | $1,112,113 07 | Total, | $1,112,113 07 |

# TITUSVILLE ELECTRIC TRACTION COMPANY.

Date of charter: January, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Connelly, President, | Titusville, Pa. |
| W. R. Brown, Secretary and Treasurer, | New York. |
| W. J. Smith, Superintendent, | Titusville, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Connelly, | Titusville, Pa. |
| Chas. Pfizer, Jr., | New York. |
| W. R. Brown, | " |
| J. C. Wilmerding, | " |
| Chas. F. Hart, | Staten Island, N. Y. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $178,712 64 | Capital stock, common, | $100,000 00 |
| Current assets, as follows: | | Funded debt, | 100,000 00 |
| Cash, | 684 15 | Accounts payable, | 139,081 49 |
| Material and supplies, | 166,564 84 | Surplus, | 6,880 14 |
| Total, | $345,961 63 | Total, | $345,961 63 |

# TRAPPE AND LIMERICK ELECTRIC STREET RAILWAY COMPANY.

Operated by Schuylkill Valley Traction Company.

Date of charter: July 25, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 M. & M. Building, Phila., Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | " " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Remi Remont, | " |
| Wm. S. Bell, | " |
| N. H. Larzelere, | Norristown, Pa. |
| John T. Dyer, | Norristown, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $527,143 71 | Capital stock, common, ..... | $250,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 250,000 00 |
| Cash, ..... | 492 71 | Current liabilities as follows: | |
| | | Accounts payable, ..... | 27,308 23 |
| | | Unclaimed wages, ..... | 1 80 |
| | | Surplus, ..... | 326 39 |
| Total, ..... | $527,636 42 | Total, ..... | $527,636 42 |

# TWENTY-SECOND STREET AND ALLEGHENY AVENUE PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: May 28, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, ..... | Philadelphia, Pa. |
| Jno. B. Peddle, Secretary and Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Wm. H. Shelmerdine, ..... | Philadelphia, Pa. |
| J. J. Sullivan, ..... | " |
| John B. Parsons, ..... | " |
| John M. Mack, ..... | " |
| Geo. D. Widener, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $1,326,267 22 | Capital stock, common, ..... | $561,400 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, ..... | 3,002 55 | Due lessee company, ..... | 767,500 00 |
| | | Profit and loss, ..... | 369 77 |
| Total, ..... | $1,329,269 77 | Total, ..... | $1,329,269 77 |

# UNION PASSENGER RAILWAY COMPANY OF PHILADELPHIA.

Operated by Philadelphia Rapid Transit Company.

Date of charter: April 8, 1864.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, | Philadelphia, Pa. |
| John B. Peddle, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| P. A. B. Widener, | Philadelphia, Pa. |
| Jos. E. Widener, | " |
| John B. Parsons, | " |
| Alexander M. Fox, | " |
| John M. Mack, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $8,936,879 34 | Capital stock, common, | $925,000 00 |
| Current assets, as follows, viz: | | Funded debt, | 750,000 00 |
| Material and supplies, | 41,870 50 | Current liabilities as follows: | |
| Sundries, | 798 00 | Due lessee company, | 6,656,277 97 |
| | | Profit and loss, | 648,269 87 |
| Total, | $8,979,547 84 | Total, | $8,979,547 84 |

# UNION TRACTION COMPANY OF PHILADELPHIA.

Operated by Philadelphia Rapid Transit Company.

Date of charter: September 6, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John B. Parsons, President, | Philadelphia, Pa. |
| Geo. D. Widener, Vice President, | " |
| R. B. Selfridge, Secretary and Treasurer, | " |
| Jno. B. Peddle, Assistant Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Jno. M. Mack, | Philadelphia, Pa. |
| Alex M. Fox, | " |
| Jno. B. Parsons, | " |
| Wm. H. Shelmerdine, | " |
| J. J. Sullivan, | " |
| P. A. B. Widener, | " |
| Geo. D. Widener, | " |
| Geo. W. Elkins, | " |
| Geo. H. Earle, Jr., | " |
| Jos. E. Widener, | " |
| Robert A. Balfour, | " |
| James H. Gay, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $7,583,184 59 | Capital stock, | $10,500,000 00 |
| Other permanent investments as follows: | | Funded debt, | 1,500,000 00 |
| Stocks and bonds of other companies, | 5,191,046 99 | Open accounts due leased lines, | 1,266,541 12 |
| Advanced leased lines, | 4,404,090 68 | Profit and loss, | 3,911,781 14 |
| Total, | $17,178,322 26 | Total, | $17,178,322 26 |

# UNIONTOWN AND MONONGAHELA VALLEY ELECTRIC RAILWAY COMPANY.

Date of charter: September 24, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Kuhn, President, | Pittsburg, Pa. |
| J. B. Van Wagner, Vice President, | " |
| C. W. Scheck, Secretary, | " |
| L. L. McClelland, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. S. Kuhn, | Pittsburg, Pa. |
| J. B. Van Wagner, | " |
| C. W. Scheck, | " |
| W. H. Graham, | " |
| M. K. Salisbury, | " |
| L. L. McClelland, | " |
| Jerome Hill, Jr., | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $327,287 55 | Capital stock, common, ..... | $36,000 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, ..... | 315 74 | Accounts payable, ..... | 1,628 82 |
| | | Temporary book accounts, .... | 275,115 83 |
| | | Surplus, ..... | 14,858 64 |
| Total, ..... | $327,603 29 | Total, ..... | $327,603 29 |

# UNITED TRACTION COMPANY OF PITTSBURG.

Operated by Pittsburg Railways Company.

Date of charter: July 27, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| James D. Callery, President, ..... | Pittsburg, Pa. |
| W. B. Carson, Secretary, ..... | " |
| C. J. Braun, Jr., Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James D. Callery, ..... | Pittsburg, Pa. |
| J. H. Reed, ..... | " |
| S. L. Tone, ..... | " |
| C. S. Mitchell, ..... | " |
| W. B. Carson, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $18,146,265 20 | Capital stock, preferred, ..... | $3,000,000 00 |
| Other permanent investments as follows: | | Capital stock, common, ..... | 17,000,000 00 |
| | | Funded debt, ..... | 10,000,000 00 |
| Stocks and bonds of other companies, ..... | 13,926,270 00 | Real estate mortgages, ..... | 24,994 00 |
| Sinking and other special funds, | 7,335 01 | Current liabilities as follows: | |
| | | Loans and notes payable, ..... | 1,270,013 12 |
| | | Accounts payable, ..... | 182,847 01 |
| | | Surplus, ..... | 602,016 68 |
| Total, ..... | $32,079,870 21 | Total, ..... | $32,079,870 21 |

# UNITED TRACTION RAILWAY COMPANY OF READING.

Date of charter: December 17, 1895.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | 515 M. & M. Building, Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | " " |
| Alvin Dunlap, Superintendent, | Reading, Pa. |

## DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Remi Remont, | " |
| Robert N. Carson, | " |
| Richmund L. Jones, | Reading, Pa. |
| Wm. R. McIlvain, | " |
| Geo. H. Vallentine, | " |
| James W. Shepp, | Philadelphia, Pa. |
| Frank L. Connard, | Reading, Pa. |
| L. T. Custer, | " |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $665,271 16 | Capital stock, common, | $400,000 00 |
| Other permanent investments as follows: | | Funded debt, | 149,900 00 |
| Stocks and bonds of other companies, | 819,007 70 | Current liabilities as follows: | |
| Due from leased company, | 95,557 22 | Accounts payable, | 17,313 53 |
| Current assets, as follows: | | Miscellaneous, | 1,107,596 55 |
| Cash, | 10,369 15 | Accrued liabilities as follows: | |
| Accounts receivable, | 62,279 82 | Taxes accrued and not yet due, | 10,142 07 |
| Material and supplies, | 30,160 45 | Miscellaneous interest accrued and not yet due, | 162 00 |
| Prepaid accounts, | 4,301 02 | Rentals accrued and not yet due, | 14,455 16 |
| Miscellaneous, | 36,620 24 | Surplus, | 23,997 45 |
| Total, | $1,723,566 76 | Total, | $1,723,566 76 |

# VALAMONT TRACTION RAILWAY COMPANY.

Date of charter: May 15, 1894.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. Henry Cochran, President, | Williamsport, Pa. |
| Ernst H. Davis, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| James B. Krause, | Williamsport, Pa. |
| E. R. Payne, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $218,837 15 | Capital stock, common, | $101,700 00 |
| Current assets, as follows: | | Funded debt, | 100,000 00 |
| Cash, | 3,345 53 | Current liabilities as follows: | |
| Accounts receivable, | 13,186 17 | Loans and notes payable, | 5,000 00 |
| Deficit, | 221 17 | Accounts payable, | 25,616 57 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 773 45 |
| | | Interest on funded debt accrued and not yet due, | 2,500 00 |
| Total, | $235,590 02 | Total, | $235,590 02 |

# VALLEY STREET RAILWAY COMPANY.

Date of charter: March 4, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Edwin M. Sanderson, President, | 52 William St., N. Y. |
| C. S. Rodgers, Secretary, | Youngstown, O. |
| A. S. Webb, Jr., | 26 Broad St., N. Y. |
| Randall Montgomery, Manager, | Youngstown, Ohio. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Edwin M. Sanderson, | 52 William St., N. Y. |
| Willis H. Park, | Youngstown, Ohio. |
| S. C. Rodgers, | " |
| Leighton Calkins, | 25 Broad St., N. Y. |
| Randall Montgomery, | Youngstown, Ohio. |
| Alfred N. Perkins, | Sharon, Pa. |
| Alexander McDowell, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $434,453 18 | Capital stock, common, | $150,000 00 |
| Current assets, as follows: | | Funded debt, | 150,000 00 |
| Cash, | 376 66 | Current liabilities as follows: | |
| Accounts receivable, | 325 74 | Loans and notes payable, | 142,677 67 |
| Prepaid accounts, | 17 26 | Accounts payable, | 7,888 14 |
| Improvement account, | 1,185 21 | Matured interest on funded debt unpaid, | 500 00 |
| Deficit, | 14,781 96 | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 74 20 |
| Total, | $451,140 01 | Total, | $451,140 01 |

# VALLEY TRACTION RAILWAY COMPANY.

Date of charter: November 18, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. C. Kennedy, President, | Chambersburg, Pa. |
| W. L. Ritchey, Secretary and Treasurer, | " |
| Geo. H. Bartle, Superintendent, | Lemoyne, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Lyman D. Gilbert, | Harrisburg, Pa. |
| Spencer Gilbert, | " |
| L. S. Sadler, | Carlisle, Pa. |
| Geo. H. Stewart, | Shipensburg, Pa. |
| M. C. Kennedy, | Chambersburg, Pa. |
| T. B. Kennedy, | " |
| W. K. Sharpe, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Stocks and bonds of other companies, | $1,323,500 00 | Capital stock, preferred, | $350,060 00 |
| Current assets, as follows: | | Capital stock, common, | 500,000 00 |
| Cash, | 32,417 05 | Funded debt, | 547,400 00 |
| Bills receivable, | 978 18 | Current liabilities as follows: | |
| Accounts receivable, | 73,949 00 | Accounts payable, | 20,976 75 |
| Material and supplies, | 14,370 82 | Surplus, | 26,788 30 |
| Total, | $1,445,215 05 | Total, | $1,445,215 05 |

# WALNUT STREET CONNECTING PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter: May 8, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, | Philadelphia, Pa. |
| John B. Peddle, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| P. A. B. Widener, | Philadelphia, Pa. |
| Geo. D. Widener, | " |
| Jno. B. Parsons, | " |
| Jos. E. Widener, | " |
| John M. Mack, | " |
| Chas. O. Kruger, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $149,378 45 | Capital stock preferred, | $50,000 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, | 365 93 | Due lessee company, | 99,700 00 |
| | | Profit and loss, | 44 38 |
| Total, | $149,744 38 | Total, | $149,744 38 |

# WARREN STREET RAILWAY COMPANY.

Date of charter: March 14, 1889.

OFFICERS.

| Name. | Official Address. |
|---|---|
| D. H. Siggins, President, | Warren, Pa. |
| J. C. Woodward, Secretary, | " |
| H. A. Siggins, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| D. H. Siggins, | Warren, Pa. |
| J. C. Woodward, | " |
| H. A. Siggins, | " |
| John Hepburn, | " |
| W. A. Lavery, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $499,889 12 | Capital stock, preferred, | $200,000 00 |
| Current assets, as follows: | | Funded debt, | 200,000 00 |
| Cash, | 3,705 20 | Real estate mortgages, | 25,000 00 |
| Accounts receivable, | 1,368 28 | Current liabilities as follows: | |
| Prepaid accounts, | 900 00 | Loans and notes payable, | 53,640 00 |
| | | Accounts payable, | 1,110 64 |
| | | Sundries, | 4,413 03 |
| | | Surplus, | 21,698 93 |
| Total, | $505,862 60 | Total, | $505,862 60 |

# WASHINGTON AND CANONSBURG RAILWAY COMPANY.

Date of charter: June 2, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Francis J. Torrence, President, | Pittsburg, Pa. |
| Arthur Kennedy, Vice President, | " |
| W. C. Hagan, Secretary and Treasurer, | " |
| Robert R. Reed, General Manager, | Washington, Pa. |
| James Kent, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Francis J. Torrence, | Allegheny, Pa. |
| Arthur Kennedy, | New York, N. Y. |
| W. C. Hagen, | Pittsburg, Pa. |
| James Kent, | Washington, Pa. |
| John A. Wilson, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,675,664 84 | Capital stock, preferred, | $1,000,000 00 |
| Current assets, as follows: | | Funded debt, | 650,000 00 |
| Cash, | 2,310 96 | Current liabilities as follows: | |
| Bills receivable, | 1,200 00 | Accounts payable, | 44,574 86 |
| Accounts receivable, | 170,148 24 | Matured interest on funded debt unpaid, | 26,175 00 |
| Material and supplies, | 1,701 33 | Surplus, | 130,275 51 |
| Total, | $1,851,025 37 | Total, | $1,851,025 37 |

# WAVERLY, SAYRE AND ATHENS TRACTION COMPANY.

Date of charter: January 23, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. N. Broadhead, President, | Jamestown, N. Y. |
| A. C. Wade, Secretary and Treasurer, | " |
| W. E. Case, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| A. N. Broadhead, | Jamestown, N. Y. |
| A. C. Wade, | " |
| S. B. Broadhead, | " |
| Wm. Broadhead, | " |
| F. M. Stephens, | New York, N. Y. |
| F. K. Harris, | Athens, Pa. |
| W. E. Case, | Waverly, N. Y. |
| M. Quigley, | " |
| W. L. Watrous, | " |
| J. N. Weaver, | Sayre, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $356,273 95 | Capital stock, preferred, ..... | $200,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 150,000 00 |
| Cash, ..... | 900 11 | Current liabilities as follows: | |
| Accounts receivable, ..... | 5,193 49 | Loans and notes payable, ..... | 9,911 57 |
| Material and supplies, ..... | 1,502 18 | Accounts payable, ..... | 6,391 51 |
| Deficit, ..... | 2,433 35 | | |
| Total, ..... | $366,303 08 | Total, ..... | $366,303 08 |

# WEBSTER, MONESSEN, BELLE VERNON AND FAYETTE STREET RAILWAY COMPANY.

Date of charter: May 1, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Charles F. Thompson, President, ..... | Charleroi. |
| H. Dallas McCabe, Secretary, ..... | Monessen. |
| John K. Tener, Treasurer, ..... | Charleroi. |
| D. G. Callihan, Superintendent, ..... | Belle Vernon. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Charles F. Thompson, ..... | Charleroi, Pa. |
| John K. Tener, ..... | " |
| Perry E. Donner, ..... | Pittsburg, Pa. |
| James M. Schoonmaker, ..... | " |
| Richard R. Quay, ..... | " |
| Geo. E. Tener, ..... | " |
| Wm. Montgomery, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $491,165 61 | Capital stock, common, ..... | $300,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 169,000 00 |
| Cash, ..... | 1,644 41 | Current liabilities as follows: | |
| Accounts receivable, ..... | 86 56 | Loans and notes payable, ..... | 17,000 00 |
| | | Accounts payable, ..... | 774 50 |
| | | Surplus, ..... | 6,122 08 |
| Total, ..... | $492,896 58 | Total, ..... | $492,896 58 |

# WEST CHESTER STREET RAILWAY COMPANY.

Date of charter. August 4, 1890.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Meyer Schamberg, President, | 352 Bullitt Bdg., Phila. |
| Jonas Rice, Secretary, | " |
| John W. Woodside, Treasurer, | " |
| Henry H. Archer, Superintendent, | West Chester, Pa. |

## DIRECTORS.

| Name. | Residence. |
|---|---|
| Meyer Schamberg, | Philadelphia, Pa. |
| Jonas Rice, | " |
| John W. Woodside, | " |
| R. T. Cornwell, | West Chester, Pa. |
| M. H. Matlock, | " |
| John A. Brill, | Philadelphia, Pa. |
| John F. Bruce, | " |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $781,233 87 | Capital stock, common, | $350,000 00 |
| Chester Val. Elec. L., H. and P. Co. stock, | 25,000 00 | Funded debt, | 500,000 00 |
| Chester Val. Elec. L., H. and P. Co., invest., | 65,250 00 | Current liabilities as follows: | |
| Coatesville Elec. L., H. and P. Co., invest., | 5,500 00 | Loans and notes payable, | 43,151 99 |
| Current assets, as follows: | | Accounts payable, | 2,275 68 |
| Cash, | 3,530 98 | Accrued liabilities as follows: | |
| Accounts receivable, | 28,405 61 | Taxes accrued and not yet due, | 267 13 |
| Material and supplies, | 2,301 11 | Interest on funded debt accrued and not yet due, | 7,291 65 |
| Prepaid accounts, | 306 93 | Surplus, | 9,500 60 |
| Office furniture, | 44 90 | | |
| Charters, Kelly & Honvitz, | 913 65 | | |
| Total, | $912,487 05 | Total, | $912,487 05 |

# WEST CHESTER, KENNETT AND WILMINGTON ELECTRIC RAILWAY COMPANY.

Date of charter: May 24, 1905.

OFFICERS.

| Name. | Official Address. |
|---|---|
| George Kessler, President, | 915 Drexel Building, Philadelphia, Pa. |
| Philip E. Guckes, Secretary, | " " |
| G. H. Dodge, Superintendent, | Kennett Square, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Clarence H. Harper, | 1922 Green St., Philadelphia, Pa. |
| John G. Vogler, | 2309 N. Broad St., Philadelphia, Pa. |
| John Hertzler, | Lancaster, Pa. |
| Thomas J. Budd, | 4073 Powelton Ave., Philadelphia, Pa. |
| Malcom G. Campbell, | 4442 Sansom St., Philadelphia, Pa. |
| Philip E. Guckes, | 232 W. Penn St., Germantown, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $1,020,204 16 | Capital stock, preferred, | $75,000 00 |
| Current assets, as follows: | | Capital stock, common, | 525,000 00 |
| Cash, | 3,133 00 | Funded debt, | 420,000 00 |
| | | Surplus, | 3,337 16 |
| Total, | $1,023,337 16 | Total, | $1,023,337 16 |

# WEST FAIRVIEW AND MARYSVILLE ELECTRIC STREET RAILWAY COMPANY.

Operated by Valley Traction Company.

Date of charter: June 20, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. C. Kennedy, President, | Chambersburg, Pa. |
| W. L. Ritchey, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| H. A. Riddle, | Chambersburg, Pa. |
| C. M. Davison, | " |
| J. B. Hoyer, | " |
| T. B. Kennedy, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $220,000 00 | Capital stock, common, | $110,000 00 |
| | | Funded debt, | 110,000 00 |
| Total, | $220,000 00 | Total, | $220,000 00 |

# WEST PENN RAILWAYS COMPANY*.

OFFICERS.

| Name. | Official Address. |
|---|---|
| William S. Kuhn, President, | Pittsburg, Pa. |
| James S. Kuhn, Vice President, | " |
| Robert P. Watt, Secretary, | " |
| Jacob B. VanWagner, Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Edmund C. Converse, | New York, N. Y. |
| Jacob B. VanWagner, | Pittsburg, Pa. |
| William S. Kuhn, | " |
| William H. Graham, | " |
| Alfred Jaretzki, | New York, N. Y. |
| Wilson A. Shaw, | Pittsburg, Pa. |
| John E. Borne, | New York, N. Y. |
| Charles A. Painter, | Pittsburg, Pa. |
| Jesse H. Purdy, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, ..... | $29,310 40 | Capital stock, preferred, ..... | $2,750,000 00 |
| Construction and equipment, leased lines, ..... | 4,145 66 | Capital stock, common, ..... | 3,250,000 00 |
| Other permanent investments as follows: | | Funded debt, ..... | 3,026,000 00 |
| Power plant, sub-stations, batteries and high tension lines, | 6,574,750 00 | Current liabilities as follows: | |
| Current assets, as follows: | | Accounts payable, ..... | 25,534 72 |
| Cash, ..... | 16,513 30 | Surplus, ..... | 42,389 70 |
| Bills receivable, ..... | 2,451,250 00 | | |
| Temporary book accounts,..... | 17,955 06 | | |
| Total, ..... | $9,093,924 42 | Total, ..... | $9,093,924 42 |

*For three months ending June 30, 1905.

# WEST PHILADELPHIA PASSENGER RAILWAY COMPANY.

Operated by Philadelphia Rapid Transit Company.

Date of charter, May 14, 1857.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Geo. D. Widener, President, ..... | Philadelphia, Pa. |
| John B. Peddle, Secretary and Treasurer, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| P. A. B. Widener, ..... | Philadelphia, Pa. |
| Jos. E. Gillingham, ..... | " |
| Geo. D. Widener, ..... | " |
| Jno. B. Parsons, ..... | " |
| Jos. B. Altemus, ..... | " |
| Geo. W. Elkins, ..... | " |
| John M. Mack, ..... | " |
| Jos. E. Widener, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $4,342,680 01 | Capital stock, common, ..... | $750,000 00 |
| Currents assets, as follows: | | Funded debt, ..... | 996,000 00 |
| Open accounts, ..... | 8,610 00 | Current liabilities as follows: | |
| | | Due lessee company, ..... | 2,509,540 63 |
| | | Open accounts, ..... | 8,610 00 |
| | | Profit and loss, ..... | 87,139 38 |
| Total, ..... | $4,351,290 01 | Total, ..... | $4,351,290 01 |

# WESTMORELAND COUNTY RAILWAY COMPANY.

Date of charter: December 27, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Joseph Keeling, President, | Pittsburg, Pa. |
| Albert P. Meyer, Secretary, | " |
| J. G. Vilsark, Treasurer, | " |
| S. F. Schwartz, General Superintendent, | Derry Station, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Joseph Keeling, | Pittsburg, Pa. |
| P. Ridge, | " |
| Wm. A. Stone, | Allegheny, Pa. |
| J. G. Vilsark, | Pittsburg, Pa. |
| Albert P. Meyer, | Aspinwall, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $749,756 70 | Capital stock, common, | $500,000 00 |
| Current assets, as follows: | | Funded debt, | 250,000 00 |
| Cash, | 2,331 68 | Current liabilities as follows: | |
| Bond money on hand, | 15,243 30 | Loans and notes payable, | 52,000 00 |
| Treasury bonds, | 71,000 00 | Accounts payable, | 34,000 00 |
| | | Surplus, | 2,331 68 |
| Total, | $838,331 68 | Total, | $838,331 68 |

# WHITEHALL STREET RAILWAY COMPANY.

Date of charter: February 19, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| George Ormrod, President, | Allentown, Pa. |
| E. M. Young, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| George Ormwood, | Allentown, Pa. |
| E. M. Young, | " |
| Harry C. Trexler, | " |
| Hugh E. Crilly, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $100,140 32 | Capital stock, common, | $100,000 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, | 791 88 | Accounts payable, | 94 02 |
| | | Surplus, | 838 18 |
| Total, | $100,932 20 | Total, | $100,932 20 |

# WHITEHILL AND MECHANICSBURG PASSENGER RAILWAY COMPANY.

Operated by Valley Traction Company.

Date of charter: January 8, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. C. Kennedy, President, | Chambersburg, Pa. |
| W. L. Ritchey, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| M. C. Kennedy, | Chambersburg, Pa. |
| J. F. Boyd, | " |
| H. A. Riddle, | " |
| Thos. B. Kennedy, | " |
| Geo. W. Martin, | " |
| J. B. Hoyer, | " |
| C. M. Davison, | " |
| Alexander Stewart, | Scotland, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $70,000 00 | Capital stock, common, ..... | $70,000 00 |
| Total, ..... | $70,000 00 | Total, ..... | $70,000 00 |

# WILKES-BARRE, DALLAS AND HARVEY'S LAKE RAILWAY COMPANY.

Date of charter: January 29, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, ..... | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| T. W. Grokett, Jr., Secretary and Treasurer, | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| T. A. Wright, Superintendent, ..... | Wilkes-Barre, Pa. |

DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, ..... | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| R. N. Carson, ..... | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| Jos. L. Caven, ..... | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| W. S. Bell, ..... | 515 Mariner and Merchant Building, Philadelphia, Pa. |
| Wm. J. Harvey, ..... | Wilkes-Barre, Pa. |
| Wm. G. Eno, ..... | " |
| Geo. N. Richard, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $375,957 67 | Capital stock, common, ..... | $200,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 150,000 00 |
| Cash, ..... | 4,943 40 | Current liabilities as follows: | |
| Prepaid accounts, ..... | 723 89 | Accounts payable, ..... | 23,267 39 |
| Miscellaneous, ..... | 6,466 03 | Miscellaneous, ..... | 16,318 47 |
| Deficit, ..... | 4,669 83 | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 674 96 |
| | | Interest on funded debt accrued and not yet due, ..... | 2,500 00 |
| Total, ..... | $392,760 82 | Total, ..... | $392,760 82 |

# WILKES-BARRE AND WYOMING VALLEY TRACTION COMPANY.

Date of charter: February 9, 1891.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| John A. Rigg, President, | Philadelphia, Pa. |
| T. W. Grookett, Jr., Secretary and Treasurer, | " |
| Thos. A. Wright, Superintendent, | Wilkes-Barre, Pa. |

## DIRECTORS.

| Name. | Residence. |
|---|---|
| John A. Rigg, | Philadelphia, Pa. |
| Robert N. Carson, | " |
| Joseph L. Caven, | " |
| Wm. S. Bell, | " |
| F. W. Roebling, | " |
| Wm. J. Harvey, | Wilkes-Barre, Pa. |
| Wm. G. Eno, | " |
| Geo. W. Reichard, | " |
| Benj. Reynolds, | " |
| Abram Nesbitt, | " |
| T. A. Wright, | " |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | | Capital stock, common, | $5,000,000 00 |
| Construction and equipment, leased lines, stocks and bonds of other companies, | $7,886,573 70 | Funded debt, | 2,062,000 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, | 7,196 47 | Accounts payable, | 17,776 71 |
| Material and supplies, | 11,267 15 | Miscellaneous, | 766,915 14 |
| Prepaid accounts, | 4,142 55 | Accrued liabilities as follows: | |
| Miscellaneous, | 129,270 79 | Taxes accrued and not yet due, | 12,722 56 |
| | | Miscellaneous interest accrued and not yet due, | 22,554 18 |
| | | Surplus, | 156,482 07 |
| Total, | $8,038,450 66 | Total, | $8,038,450 66 |

# WILLIAMSPORT PASSENGER RAILWAY COMPANY.

Date of charter: April 15, 1863.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Henry W. White, President, | Williamsport, Pa. |
| Ernst H. Davis, Secretary, Treasurer and General Manager, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| Henry W. White, | Williamsport, Pa. |
| C. LaRue Munson, | " |
| William Emery, | " |
| Ernst H. Davis, | " |
| Jos. R. T. Davis, | Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $625,093 44 | Capital stock, common, | $338,550 00 |
| Current assets, as follows: | | Funded debt, | 169,000 00 |
| Cash, | 7,308 45 | Current liabilities as follows: | |
| Accounts receivable, | 42,262 03 | Loans and notes payable, | 43,486 86 |
| Material and supplies, | 6,393 42 | Accounts payable, | 16,268 44 |
| | | Accrued liabilities as follows: | |
| | | Taxes accrued and not yet due, | 3,015 06 |
| | | Interest on funded debt accrued and not yet due, | 1,623 40 |
| | | Miscellaneous interest accrued and not yet due, | 325 60 |
| | | Surplus, | 108,787 98 |
| Total, | $681,057 34 | Total, | $681,057 34 |

# WISSAHICKON ELECTRIC PASSENGER RAILWAY COMPANY.

Operated by Schuylkill Valley Traction Company.

Date of charter: October 8, 1890.

OFFICERS.

| Name. | Official Address. |
|---|---|
| P. P. Liebert, President, | Carson St., Manayunk, Philadelphia, Pa. |
| Wm. Flanagan, Vice President, | 4406 Manayunk Ave., Manayunk, Phila. |
| John Flanagan, Secretary and Treasurer, | Main and Grape Sts., Manayunk, Phila. |

DIRECTORS

| Name. | Residence. |
|---|---|
| P. P. Liebert, | Carson St., Manayunk, Philadelphia, Pa. |
| Jas. Christie, | Rochelle Ave., Wissahickon, Philadelphia, Pa. |
| John Obert, | 4410 Manayunk Ave., Manayunk, Philadelphia. |
| Wm. A. Flanagan, | 4406 Manayunk Ave., Manayunk, Philadelphia. |
| Ben Kenworthy, | Green Lane and Manayunk Ave., Roxborough, Philadelphia, Pa. |
| John Kenworthy, | Ridge Ave. and Walnut Lane, Roxborough, Philadelphia, Pa. |
| John A. Eichman, | Lyceum Ave., Roxborough, Philadelphia, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, leased lines, | $158,352 56 | Capital stock, common, | $250,000 00 |
| Current assets, as follows: | | Surplus, | 15,027 36 |
| Cash, | 104 80 | | |
| Bills receivable, | 95,620 00 | | |
| Stock not issued, | 10,950 00 | | |
| Total, | $265,027 36 | Total, | $265,027 36 |

# WRIGHTSVILLE AND YORK STREET RAILWAY COMPANY.

Date of charter: June 21, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Lanius, President, | York, Pa. |
| Geo. S. Schmidt, Secretary, | " |
| Ellis S. Lewis, Treasurer, | " |
| J. H. Millinger, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. H. Lainus, | York, Pa. |
| W. F. Bay Stewart, | " |
| J. W. Steacy, | " |
| Grier Hersh, | " |
| Geo. S. Billinger, | " |
| Geo. P. Simpson, | " |
| W. A. Himes, | New Oxford, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $164,878 81 | Capital stock, common, ..... | $66,000 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, ..... | 9,934 59 | Loans and notes payable, ..... | 85,000 00 |
| | | Accounts payable, ..... | 974 78 |
| | | Surplus, ..... | 22,838 62 |
| Total, ..... | $174,8 3 40 | Total, ..... | $174,813 40 |

# YARDLEY, MORRISVILLE AND TRENTON STREET RAILWAY COMPANY.

Date of charter: June 7, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| C. M. Bates, President, ..... | Trenton, N. J. |
| V. D. Bates, Secretary and Treasurer, ..... | " |
| J. G. Honecker, General Manager, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| C. M. Bates, ..... | Trenton, N. J. |
| T. S. Cadwallader, ..... | Yardley, Pa. |
| M. V. Dager, ..... | " |
| Geo. C. Worstall, ..... | Newtown, Pa. |
| V. D. Bates, ..... | Trenton, N. J. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $229,441 28 | Capital stock, common, ..... | $100,000 00 |
| Current assets, as follows: | | Funded debt, ..... | 100,000 00 |
| Miscellaneous, ..... | 455 11 | Current liabilities as follows: | |
| Deficit, ..... | 7,938 53 | Miscellaneous, ..... | 37,834 92 |
| Total, ..... | $237,834 92 | Total, ..... | $237,834 92 |

# YORK STREET RAILWAY COMPANY.

Date of charter: February 8, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Lanius, President, | York, Pa. |
| Geo. S. Schmidt, Secretary, | " |
| J. W. Steacy, Treasurer, | " |
| J. H. Milligan, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. H. Lanius, | York, Pa. |
| W. F. Bay Stewart, | " |
| Grier Hersh, | " |
| J. W. Steacy, | " |
| Geo. P. Smyser, | " |
| Geo. S. Billmeyer. | " |
| W. A. Himes, | New Oxford, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $564,682 75 | Capital stock, common, | $300,000 00 |
| Other permanent investments as follows: | | Funded debt, | 150,000 00 |
| Stocks and bonds of other companies, | 6,000 00 | Current liabilities as follows: | |
| Current assets, as follows: | | Loans and notes payable, | 109,300 00 |
| Cash, | 1,576 01 | Accounts payable, | 3,235 10 |
| Material and supplies, | 10,096 73 | Matured interest on funded debt unpaid, | 3,750 00 |
| | | Insurance fund, | 6,950 00 |
| | | Surplus, | 9,120 39 |
| Total, | $582,355 49 | Total, | $582,355 49 |

# YORK AND DALLASTOWN ELECTRIC RAILWAY COMPANY.

Date of charter: June 21, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Lanius, President, | York, Pa. |
| Geo. S. Schmidt, Secretary, | " |
| Ellis S. Lewis, Treasurer, | " |
| J. H. Millinger, Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. H. Lanius, | York, Pa. |
| W. F. Bay Stewart, | " |
| Grier Hersh, | " |
| Geo. S. Billmyer, | " |
| Geo. P. Smyser, | " |
| J. W. Steacy, | " |
| W. A. Himes, | New Oxford, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $106,563 52 | Capital stock, common, | $106,000 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, | 6,347 41 | Accounts payable, | 1,001 00 |
| | | Surplus, | 5,909 93 |
| Total, | $112,910 93 | Total, | $112,910 93 |

# YORK AND DOVER ELECTRIC RAILWAY COMPANY.

Date of charter: July 6, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Lanius, President, | York, Pa. |
| Geo. S. Schmidt, Secretary, | " |
| Ellis S. Lewis, Treasurer, | " |
| J. H. Millinger, General Superintendent, | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. H. Lanius, | York, Pa. |
| W. F. Bay Stewart, | " |
| J. W. Steacy, | " |
| Grier Hersh, | " |
| Geo. S. Billmyer, | " |
| Geo. P. Smyser, | " |
| W. A. Himes, | New Oxford, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $132,190 92 | Capital stock, common, ..... | $121,000 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, ..... | 714 10 | Accounts payable, ..... | 6,666 78 |
| | | Surplus, ..... | 5,238 24 |
| Total, ..... | $132,905 02 | Total, ..... | $132,905 02 |

# YORK HAVEN STREET RAILWAY COMPANY.

Date of charter: July 9, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Lanius, President, ..... | York, Pa. |
| Geo. S. Schmidt, Secretary, ..... | " |
| Ellis S. Lewis, Treasurer, ..... | " |
| J. H. Millinger, Superintendent, ..... | " |

DIRECTORS.

| Name. | Residence. |
|---|---|
| W. H. Lanius, ..... | York, Pa. |
| W. F. Bay Stewart, ..... | " |
| J. W. Steacy, ..... | " |
| Geo. S. Billmeyer, ..... | " |
| Geo. P. Smyser, ..... | " |
| Grier Hersh, ..... | " |
| W. A. Himes, ..... | New Oxford, Pa. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, .... | $170,926 55 | Capital stock, common, ..... | $26,000 00 |
| Current assets as follows: | | Current liabilities as follows: | |
| Cash, ..... | 4,579 78 | Loans and notes payable, ..... | 144,000 00 |
| Material and supplies, ..... | 11,868 92 | Accounts payable, ..... | 1,120 69 |
| | | Surplus, ..... | 16,254 56 |
| Total, ..... | $187,375 25 | Total, ..... | $187,375 25 |

# YOUNGSVILLE AND SUGAR GROVE STREET RAILWAY COMPANY.

Date of charter: July 14, 1902.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Chas. H. Smith, President, | Sheffield, Pa. |
| A. H. Bailey, Secretary and Treasurer, | " |

## DIRECTORS.

| Name. | Residence. |
|---|---|
| W. C. Culbertson, | Girard, Pa. |
| W. P. McClure, | Warren, Pa. |
| G. W. Wood, | Sheffield, Pa. |
| Jno. A. Day, | Youngsville, Pa. |
| C. J. Gibson, | Sheffield, Pa. |
| Thos. E. Holliday, | Youngsville, Pa. |
| C. H. Smith, | Sheffield, Pa. |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Construction and equipment, | $86,110 69 | Capital stock, preferred, | $74,200 00 |
| Current assets, as follows: | | Current liabilities as follows: | |
| Cash, | 489 04 | Loans and notes payable, | 14,393 48 |
| Deficit, | 2,494 35 | Pay rolls, | 500 60 |
| Total, | $89,094 08 | Total, | $89,094 08 |

REPORT OF

# TELEGRAPH AND TELEPHONE COMPANIES.

# ALBION TELEPHONE COMPANY.

Date of charter: September 24, 1901.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Wm. Thornton, President, | Albion, Pa. |
| E. A. Collins, Secretary, | " |
| E. F. Davenport, Treasurer, | " |
| L. H. Salisbury, Auditor, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Wm. Thornton, | Albion, Pa. |
| E. F. Davenport, | " |
| B. L. Adams, | " |
| C. R. Forbes, | " |
| L. H. Salisbury, | " |
| R. A. Barns, | " |
| T. H. Flower, | " |
| E. A. Collins, | " |
| S. D. Sandey, | " |
| C. E. Renick, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $1,955 68 |
| Gross receipts from toll lines, | 150 00 |
| Gross receipts from all other sources, | 325 00 |
| Total receipts from all sources, | $2,430 68 |

### Expenses.

| | | |
|---|---|---|
| Operation of system, | | $851 00 |
| Maintenance, | | 449 00 |
| Taxes: | | |
| State, | $56 70 | |
| Local, including pole tax, | 64 40 | |
| | | 121 10 |
| Interest, | | 339 11 |
| Miscellaneous, 5 shares bought in phones, etc., | | 670 47 |
| Total, | | $2,430 68 |

Summary.

| | |
|---|---|
| Gross revenue, | $2,430 68 |
| Gross expenses, | 2,430 68 |
| Value of real estate June 30, 1904, | $6,000 00 |
| Total value of real estate June 30, 1905, | 6,000 00 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 206 |
| Annual charges for rental of telephones, | $12·15 & 18 |
| Number of employes in entire system, | 4 |
| Total amount of compensation paid to employes, | 1,300 00 |
| Length of line in entire system (miles), | 162 |
| Length of line of wire in entire system (miles), | 162 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $12,000 00 | Capital stock, | $5,500 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Open accounts, | 250 00 | Loans, | 5,999 00 |
| Material and supplies on hand, | 100 00 | "Additions and betterments," | 300 00 |
| | | Accounts payable, | 200 00 |
| | | Sundries, | 351 00 |
| Total, | $12,350 00 | Total, | $12,350 00 |

# AMERICAN DISTRICT TELEGRAPH COMPANY.

Date of charter: April 8, 1873.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Clarence H. Mackey, President, | New York, N. Y. |
| W. H. Baker, Vice President, | " |
| J. N. Donaldson, Secretary and Treasurer, | Philadelphia, Pa. |
| L. Lemon, Vice President and General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Clarence H. Mackey, | New York, N. Y. |
| Wm. H. Baker, | " |
| A. B. Chandler, | " |
| E. C. Platt, | " |
| E. C. Bradley, | " |
| George G. Ward | " |
| L. Lemon, | Philadelphia, Pa. |
| J. N. Donaldson, | " |
| C. E. Bagley, | " |

REVENUE AND EXPENSES.

Revenue.

| | | |
|---|---|---|
| Gross receipts from entire system, | | $118,014 14 |

Expenses.

| | | |
|---|---|---|
| Operation of system, | | $106,954 28 |
| Taxes: | | |
| State, | $1,008 66 | |
| Local, including pole tax, | 247 50 | |
| | | 1,256 16 |
| Total, | | $108,210 44 |

Summary.

| | |
|---|---|
| Gross revenue, | $118,014 14 |
| Gross expenses, | 108,210 44 |
| Net revenue, | $9,803 70 |
| Dividends paid, cash, | 6,000 00 |
| Surplus fund June 30, 1905, | $3,803 70 |
| Number of offices in entire system, | 22 |
| Number of telegraph instruments in use in entire system, | 4,564 |
| Number of employes in entire system, | 246 |
| Length of line in entire system (miles), | 92.80 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Current assets as follows, viz: | | Capital stock, | $50,000 00 |
| Cost of plant and property, | $40,405 48 | Current liabilities as follows, viz: | |
| Cash on hand, | 2,668 68 | Accounts payable, | 7,234 61 |
| Open accounts, | 20,137 27 | Sundries, | 2,481 50 |
| Material and supplies on hand, | 308 38 | Profit and loss, | 3,803 70 |
| Total, | $63,519 81 | Total, | $63,519 81 |

# AMERICAN TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

Date of charter: February 19, 1885.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Edward J. Hall, President, | Bourse Bldg., Phila., Pa. |
| Edward P. Meany, Vice President, | " |
| Melville Egleston, Secretary, | " |
| James C. Vail, Treasurer, | " |
| F. W. Griffin, Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Edward J. Hall, | Bourse Bldg., Phila., Pa. |
| Edward P. Meany, | " |
| Melville Egleston, | " |
| F. W. Griffin, | " |
| S. C. Ingalls, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from toll lines, | $970,546 67 |
| Gross receipts from entire system, | 970,546 67 |
| Gross receipts from all other sources, | 15,513 42 |
| Total receipts from all sources, | $986,060 09 |

### Expenses.

| | |
|---|---|
| General management, | $145,159 87 |
| Operation of system, | 210,523 83 |
| Maintenance and depreciation, | 390,093 52 |
| Taxes, State, | 8,073 86 |
| Miscellaneous, | 2,070 73 |
| Total, | $755,921 81 |

### Summary.

| | |
|---|---|
| Gross revenue, | $986,060 09 |
| Gross expenses, | 755,921 81 |
| Net revenue, | $230,138 28 |
| Value of real estate June 30, 1904, | $53,795 48 |
| Real estate acquired during the year, | 10,702 87 |
| Total value of real estate June 30, 1905, | $64,498 35 |
| Number of telephone instruments in use in entire system, | 730 |
| Number of employes in entire system, | 419 |
| Total amount of compensation paid to employes, | $208,354 23 |
| Length of line in entire system (miles), | 2,512 13 |
| Length of line of wire in entire system (miles), | 65,730 09 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $5,419,928 12 | Capital stock, | $250,000 00 |
| Real estate, | 64,498 35 | Current liabilities as follows, viz: | |
| Organization expenses, | 1,157 69 | "Additions and betterments," | 5,235,581 16 |
| Total, | $5,485,584 16 | Total, | $5,485,584 16 |

# ANTHRACITE TELEPHONE COMPANY OF JERMYN.

Date of charter: April 2, 1900.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Saml. S. Jones, President, | Carbondale, Pa. |
| A. Mitchell, Jr., Vice President, | " |
| M. D. Lathrop, Secretary and Treasurer, | " |
| Jno. S. Hughes, General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Maxwell D. Lathrope, | Carbondale, Pa. |
| Andrew Mitchell, Jr., | " |
| John S. Hughes, | " |
| George S. Dunn, | Jermyn Pa. |
| Samuel S. Jones, | Carbondale, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $544 14 |
| Gross receipts from toll lines, | 165 22 |
| Total receipts from all sources, | $709 36 |

### Expenses.

| | |
|---|---|
| Operation of system, | $357 00 |
| Maintenance, | 39 16 |
| Taxes, State, | 17 18 |
| Interest, | 276 00 |
| Total, | $689 34 |

### Summary.

| | |
|---|---|
| Gross revenue, | $709 36 |
| Gross expenses, | 689 34 |
| Net revenue, | $20 02 |
| Surplus fund June 30, 1905, | $20 02 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 63 |
| Annual charges for rental of telephones, | $12, 18 & 24 |
| Number of employes in entire system, | 5 |
| Total amount of compensation paid to employes, | $264 00 |
| Length of line in entire system (miles), | 24 |
| Length of line of wire in entire system (miles), | 96 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $16,075 00 | Capital stock, | $5,600 00 |
| Current assets as follows, viz: | | Debt, | 10,475 00 |
| Cash on hand, | 20 02 | Profit and loss, | 20 02 |
| Total, | $16,095 02 | Total, | $16,095 02 |

# ARMSTRONG TELEPHONE COMPANY.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. J. Truby, President, | Rural Valley, Pa. |
| W. T. Burns, Vice President, | Barnards, Pa. |
| R. M. Marshall, Secretary and Treasurer, | Dayton, Pa. |
| R. M. Marshall, General Manager, | " |
| O. S. Marshall, General Superintendent, | Rural Valley, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. J. Truby, | Rural Valley, Pa. |
| R. M. Marshall, | Dayton, Pa. |
| J. A. Kelly, | Whitesburg, Pa. |
| H. W. Harmon, | Rural Valley, Pa. |
| O. S. Marshall, | " |
| P. A. Smeltzer, | R. F. D. No. 2, Dayton, Pa. |
| G. C. Whitacre, | " " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $408 50 |
| Gross receipts from toll lines, | 173 37 |
| Gross receipts from entire system, | $581 87 |
| Total receipts from all sources, | $581 87 |

Expenses.

| | |
|---|---|
| General management, | $125 31 |
| Operation of system, | 65 89 |
| Maintenance, | 117 77 |
| Taxes, State, | 4 81 |
| Interest, | 58 00 |
| Miscellaneous, | 26 00 |
| Total, | $407 78 |

Summary.

| | |
|---|---|
| Gross revenue, | $581 87 |
| Gross expenses, | 407 78 |
| Net revenue, | $174 09 |
| Balance, | $174 09 |
| Surplus fund June 30, 1905, | $174 09 |
| Real estate acquired during the year, | $400 00 |
| Total value of real estate June 30, 1905, | 400 00 |
| Number of telephone exchanges in entire system, | 7 |
| Number of telephone instruments in use in entire system, | 138 |
| Annual charges for rental of telephones, | $12, 15 & 18 |
| Number of employes in entire system, | 10 |
| Total amount of compensation paid to employes, | $54 00 |
| Length of line in entire system (miles), | 81 |
| Length of line of wire in entire system (miles), | 156 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $7,188 85 | Capital stock, | $2,775 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 174 09 | Loans, | 550 00 |
| | | "Additions and betterments," | 3,811 44 |
| | | Accounts payable, | 226 50 |
| Total, | $7,362 94 | Total, | $7,362 94 |

# BEDFORD COUNTY TELEPHONE COMPANY.

Date of charter: August 14, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Elias Blackburn, President, | Fishertown, Pa. |
| Ed. D. Heckerman, Secretary, | Bedford, Pa. |
| A. C. Blackburn, Treasurer, | " |
| Elias Blackburn, General Manager, | Fishertown, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Elias Blackburn, | Fishertown, Pa. |
| Ed. D. Heckerman, | Bedford, Pa. |
| A. C. Blackburn, | " |
| Scott U. Hammer, | Alum Bank, Pa. |
| H. Wisegarver, | Cessna, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $2,930 00 |
| Gross receipts from toll lines, | 320 00 |
| Gross receipts from entire system, | 3,250 00 |

Expenses.

| | |
|---|---|
| Operation of system, | $480 00 |
| Maintenance, | 340 00 |
| Interest, | 80 00 |
| Total, | $900 00 |

Summary.

| | |
|---|---|
| Gross revenue, | $3,250 00 |
| Gross expenses, | 900 00 |
| Net revenue, | $2,350 00 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 275 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $480 00 |
| Lenth of line in entire system (miles), | 85 |
| Length of line of wire in entire system (miles), | 85 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $11,301 58 | Capital stock, | $20,000 00 |
| Current assets as follows, viz: | | Funded debt, | 2,000 00 |
| Cash on hand, | 100 00 | | |
| Bills receivable, | 900 00 | | |
| Due by agents, | 150 00 | | |
| Profit and loss, | 9,548 42 | | |
| Total, | $22,000 00 | Total, | $22,000 00 |

# BELL TELEPHONE COMPANY OF PHILADELPHIA.

Date of charter: September 1879.

OFFICERS.

| Name. | Official Address. |
|---|---|
| U. N. Bethel, President, | New York, N. Y. |
| Winfield S. Piersol, Treasurer, | Philadelphia, Pa. |
| Winfield S. Piersol, Secretary, | " |
| Theodore Spencer, General Manager, | " |
| W. J. McLaughlin, Auditor, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| C. F. Cutter, | New York, Pa. |
| U. N. Bethel, | " |
| Jos. M. Brown, | " |
| Thomas E. Cornish, | Philadelphia, Pa. |
| Frederick P. Fish, | Boston, Mass. |
| Jos. E. Gillingham, | Philadelphia, Pa. |
| Edward J. Hall, | New York, N. Y. |
| H. S. Huidekoper, | Philadelphia, Pa. |
| Edward P. Meany, | New York, N. Y. |
| James E. Mitchell, | Philadelphia, Pa. |
| Francis B. Reeves, | " |
| Thomas Sherwin, | Boston, Mass. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $3,001,945 55 |
| Gross receipts from toll lines, | 170,606 27 |
| Gross receipts from entire system, | $3,172,551 82 |
| Gross receipts from all other sources, | 343,044 13 |
| Total receipts from all sources, | $3,515,595 95 |

### Expenses.

| | |
|---|---|
| General management, | $237,711 52 |
| Operation of system, | 697,399 93 |
| Maintenance, | 734,472 81 |
| Taxes, Local, including pole tax, | 118,500 00 |
| Interest, | 14,000 00 |
| Miscellaneous, | 293,317 98 |
| Total, | $2,095,402 24 |

### Summary.

| | |
|---|---|
| Gross revenue, | $3,515,595 95 |
| Gross expenses, | 2,095,402 24 |
| Net revenue, | $1,420,193 71 |
| Dividends paid, | 839,487 00 |
| Balance, | $580,706 71 |
| Surplus fund June 30, 1904, | $1,245,063 84 |
| Value of real estate June 30, 1904, | $1,241,823 55 |
| Real estate acquired during the year, | 59,561 08 |
| Total value of real estate June 30, 1905, | $1,301,384 63 |
| Number of telephone exchanges in entire system, | 11 |
| Number of telephone instruments in use in entire system, | 120,246 |
| Annual charges for rental of telephones, | $49 00 |
| Number of employes in entire system, | 2,520 |
| Total amount of compensation paid to employes, | $135,156 85 |
| Length of line in entire system (miles), | 150 |
| Length of line of wire in entire system (miles), | 175,625 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $8,498,934 85 | Capital stock, | $13,991,450 00 |
| Stock and bonds of other companies, | 502,466 67 | Current liabilities as follows, viz: | |
| Current assets as follows, viz: | | Accounts payable, | 1,882,845 77 |
| Cash on hand, | 291,393 88 | Reserves, | 111,898 28 |
| Open accounts, | 6,460,6.9 86 | Profit and loss, | 1,245,063 84 |
| Material and supplies on hand, | 108,219 32 | | |
| Furniture and fixtures, | 68,228 68 | | |
| Real estate, | 1,301,384 63 | | |
| Total, | $17,231,257 89 | Total, | $17,231,257 89 |

# BERWICK TELEPHONE COMPANY.

Date of Charter: June 2, 1902.

OFFICERS

| Name. | Official Address. |
|---|---|
| W. G. Harding, President, | Wilkes-Barre, Pa. |
| H. H. Pease, Vice President, | " |
| C. West, Secretary and Treasurer, | Allentown, Pa. |
| C. M. Harter, General Superintendent, | Berwick, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. G. Harding, | Wilkes-Barre, Pa. |
| H. H. Pease, | " |
| H. H. Derr, | " |
| H. H. Swainbank, | " |
| C. West, | Allentown, Pa. |
| W. R. Prior, | " |
| J. H. Blackman, | Pittston, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $1,219 11 |
| Gross receipts from toll lines, | 1,228 24 |
| Gross receipts from entire system, | $2,447 35 |
| Total receipts from all sources, | $2,447 35 |

Expenses.

| | |
|---|---|
| Operation of system, | $1,306 35 |
| Interest, | 1,045 70 |
| Total, | $2,352 05 |

Summary.

| | |
|---|---|
| Gross revenue, | $2,447 35 |
| Gross expenses, | 2,352 05 |
| Net revenue, | $95 30 |
| Balance, | $95 30 |
| Surplus fund June 30, 1905, | 237 83 |
| Number of telephone exchanges in entire system, | 3 |
| Number of employes in entire system, | 7 |
| Length of line in entire system (miles), | 51 |
| Length of line of wire in entire system (miles), | 127 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $77,330 64 | Capital stock, | $40,000 00 |
| Current assets as follows, viz: | | Funded debt, | 30,000 00 |
| Cash on hand, | 708 40 | Current liabilities as follows, viz: | |
| Open accounts, | 203 81 | Loans, | 1,200 00 |
| Materials and supplies on hand, | 132 63 | Accounts payable, | 203 27 |
| | | Lease, | 5,500 00 |
| | | Syndicate advances, | 1,234 38 |
| | | Profit and loss, | 237 83 |
| Total, | $78,375 48 | Total, | $78,375 48 |

# BETHEL TELEPHONE COMPANY.

Date of charter: July 15, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. T. Phillips, President, | Venetia, Pa., R. F. D. No. 1. |
| W. J. Anderson, Vice President, | " " |
| J. P. Wilson, Secretary, | " " |
| W. F. Hammel, Treasurer, | " " |
| S. F. Boyer and W. J. Anderson, General Managers. | |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. T. Phillips, | Venetia, Pa., R. F. D. No. 1. |
| W. I. Berryman, | " " |
| W. F. Hammel, | " " |
| S. F. Boyer, | " " |
| Adolph Steding, | Pittsburg, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $97 96 |
| Gross receipts from toll lines, | 48 00 |
| Gross receipts from entire system, | $145 96 |

Expenses.

| | |
|---|---|
| Operation of system, | $40 00 |
| Taxes, | 7 50 |
| Total, | $47 50 |

Summary.

| | |
|---|---|
| Gross revenue, | $145 96 |
| Gross expenses, | 47 50 |
| Net revenue, | $98 46 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 40 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $40 00 |
| Length of line in entire system, (miles), | 15 |
| Length of line of wire in entire system (miles), | 40 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $4,424 89 | Capital stock, | $3,550 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 128 66 | Loans, | 1,000 00 |
| Bills receivable, | 108 26 | Interest on money on deposit, | 13 35 |
| Profit and loss, | 47 50 | Profit and loss, | 145 96 |
| Total, | $4,709 31 | Total, | $4,709 31 |

# BLAIRSVILLE TELEPHONE COMPANY.

Date of charter: February 28, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| F. Wilkinson, President, | Blairsville, Pa. |
| Thos. Maher, Vice President, | " |
| E. J. Graff, Secretary, | " |
| A. B. McCabe, Treasurer, | " |
| E. J. Graff, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| F. Wilkinson, | Blairsville, Pa. |
| Thos. Maher, | " |
| E. J. Graff, | " |
| J. B. Carson, | " |
| A. B. McCabe, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $3,727 32 |
| Gross receipts from entire system, | $3,727 32 |
| Gross receipts from all other sources, | 7,407 25 |
| Total receipts from all sources, | $11,134 57 |

### Expenses.

| | |
|---|---|
| General management, | $200 00 |
| Operation of system, | 851 21 |
| Maintenance, | 1,341 02 |
| Taxes, local, including tax on poles, | 211 00 |
| Interest, | 462 00 |
| Total | $3,095 23 |

### Summary.

| | |
|---|---|
| Gross revenue, | $11,134 57 |
| Gross expenses, | 3,095 23 |
| Net revenue, | $8,039 34 |
| Balance, | $8,039 34 |
| Surplus fund June 30, 1905, | 8,039 34 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 221 |
| Annual charges for rental of telephones, | $24.00 and $12.00 |
| Number of employes in entire system, | 4 |
| Total amount of compensation paid to employes, | $1,770 00 |
| Length of line in entire system (miles), | 25 |
| Length of line of wire in entire system (miles), | 25 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $19,950 59 | Capital stock, | $9,600 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Open accounts, | 522 01 | Loans, | 7,700 00 |
| | | "Additions and betterments," | 1,040 09 |
| | | Accounts payable, | 883 26 |
| | | Profit and loss, | 1,249 25 |
| Total, | $20,472 60 | Total, | $20,472 60 |

# BRADFORD COUNTY TELEPHONE COMPANY.

Date of charter: July 30, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Charles L. Tracy, President, | Towanda, Pa. |
| Edward Davis, Vice President, | 112 N. Broad St., Philadelphia, Pa. |
| E. M. Yarnall, Secretary and Treasurer, | " " |
| George B. Wright, General Superintendent, | Binghampton, N. Y. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Charles L. Tracy, | Towanda, Pa. |
| Edward Davis, | 112 N. Broad St., Philadelphia, Pa. |
| E. M. Yarnell, | " " |
| U. M. Fell, | Towanda, Pa. |
| W. G. Tracy, | " |
| E. B. McKee, | " |
| George F. Ingham, | " |
| Miles E. Horton, | " |
| C. M. Clement | Sunbury, Pa. |
| William Maxwell, | Towanda, Pa. |
| P. J. Smith, | " |
| Edward Whalen, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $4,588 40 |
| Gross receipts from toll lines, | 2,912 66 |
| Gross receipts from entire system, | $7,501 06 |
| Gross receipts from all other sources, | 26 84 |
| Total receipts from all sources, | $7,527 90 |

Expenses.

| | | |
|---|---|---|
| General management, | | $313 15 |
| Operation of system, | | 2,747 01 |
| Maintenance, | | 1,002 97 |
| Taxes: | | |
| State, | $131 51 | |
| Local, including pole tax, | 150 00 | |
| | | 281 51 |
| Interest, | | 2,508 00 |
| Miscellaneous, | | 43 12 |
| Total, | | $6,895 76 |

Summary.

| | |
|---|---|
| Gross revenue, | $2,527 90 |
| Gross expenses, | 6,895 76 |
| Net revenue, | $632 14 |
| Balance, | $632 14 |
| Surplus fund June 30, 1905, | 1,904 57 |
| Number of telephone exchanges in entire system, | 3 |
| Number of telephone instruments in use in entire system, | 402 |
| Annual charges for rental of telephones, | $5,046 00 |
| Number of employes in entire system, | 8 |
| Total amount of compensation paid to employes per year, | $2,370 00 |
| Length of line of entire system (miles), | 74 |
| Length of line of wire in entire system (miles), | 390 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $50,486 26 | Capital stock, | $25,000 00 |
| Furniture and fixtures, | 408 64 | Current liabilities as follows, viz: | |
| Current assets as follows, viz: | | Accounts payable, | 25,431 58 |
| Cash on hand, | 696 54 | Sundries, | 414 73 |
| Due by subscribers, | 418 53 | Profit and loss | 1,904 57 |
| Open accounts, | 67 40 | | |
| Materials and supplies on hand, | 643 39 | | |
| Sundries, | 30 12 | | |
| Total, | $52,750 88 | Total, | $52,750 88 |

# BUFFALO VALLEY TELEPHONE COMPANY.

Date of charter: October 17, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. M. McClure President, | Lewisburg, Pa. |
| W. M. Drisbach, Vice President, | " |
| John P. Ruhl, Secretary, | " |
| A. W. Brown, Treasurer, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| H. M. McClure, | Lewisburg, Pa. |
| Wm. M. Driesbach, | " |
| John P. Ruhl, | " |
| William R. Follmer, | " |
| George C. Mohn, | Laurelton, Pa. |
| Charles R. Ruhl, | Swengle, Pa. |
| James Kleckner, | Mifflinburg, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $539 72 |
| Gross receipts from toll lines, | 88 79 |
| Gross receipts from entire system, | $628 51 |
| Total receipts from all sources, | $628 51 |

### Expenses.

| | |
|---|---|
| General management, operation of system and maintenance, | $668 32 |
| Interest, | 40 00 |
| Total, | $708 32 |

### Summary.

| | |
|---|---|
| Gross revenue, | $628 51 |
| Gross expenses, | 708 32 |
| Deficiency, | $79 81 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 209 |
| Annual charges for rental of telephones, | $793 05 |
| Number of employes in entire system, | 6 |
| Total amount of compensation paid to employes, | $634 35 |
| Length of line in entire system (miles), | 58 |
| Length of line of wire in entire system (miles), | 212 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $13,689 89 | Capital stock, | $10,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 332 68 | Loans, | 2,000 00 |
| Material and supplies on hand, | 190 75 | Accounts payable, | 5,198 13 |
| Balance due on stock, | 2,905 00 | | |
| Profit and loss, | 79 81 | | |
| Total, | $17,198 13 | Total, | $17,198 13 |

# CAMBRIA COUNTY TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: September 30, 1901.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| E. L. Orvis, President, | Bellefonte, Pa. |
| A. W. Lee, Vice President, | Clearfield, Pa. |
| J. H. Allport, Secretary, | Barnsboro, Pa. |
| G. H. Lichtenthaler, Treasurer, | Philipsburg, Pa. |
| W. L. Malin, General Superintendent, | Clearfield, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. L. Orvis, | Bellefonte, Pa. |
| A. W. Lee, | Clearfield, Pa. |
| J. H. Allport, | Barnesboro, Pa. |
| W. H. Denlinger, | Patton, Pa. |
| A. O. Smith, | Clearfield, Pa. |
| W. D. Barnard, | Philadelphia, Pa. |
| T. J. Lee, | Philipsburg, Pa. |

REVENUE AND EXPENSES.

Summary.

| | |
|---|---|
| Number of telephone exchanges in entire system, | 6 |
| Number of telephone instruments in use in entire system, | 390 |
| Annual charges for rental of telephones, | $18.00 to $30.00 |
| Number of employes in entire system, | 17 |
| Total amount of compensation paid to employes, | $5,677 68 |
| Length of line in entire system (miles), | 83 |
| Length of line of wire in entire system (miles), | 765 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $46,752 38 | Capital stock, | $31,950 00 |
| Huntingdon and Clearfield Telephone Co., on account of stock transferred to the above company, as security for cash advances, | $1,950 00 | Funded debt, | 10,000 00 |
| | | Current liabilities as follows, viz: Accounts payable, | 36,752 38 |
| Total, | $78,702 38 | Total, | $78,702 38 |

# CAMBRIDGE SPRINGS ELECTRIC TELEGRAPH AND TELEPHONE COMPANY.

Date of charter: April 9, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| D. E. Kelly, President, | Cambridge Springs, Pa. |
| C. W. Jones Secretary, | " |
| Alton H. Matteson, Treasurer, | " |
| C. W. Jones, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| D. E. Kelly, | Cambridge Springs, Pa. |
| A. H. Matteson, | " |
| Otto Kohler, | " |
| Fenton C. King, | " |
| C. W. Jones, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $4,791 58 |
| Gross receipts from toll lines, | 1,508 42 |
| Gross receipts from entire system, | $6,300 00 |
| Gross receipts from all other sources, | 566 43 |
| Total receipts from all sources, | $6,866 43 |

### Expenses.

| | |
|---|---|
| General management, operation of system, maintenance, State taxes, local including tax on poles, interest and miscellaneous, | $3,403 78 |
| Total, | $3,403 78 |

### Summary.

| | |
|---|---|
| Gross revenue, | $6,866 43 |
| Gross expenses, | 3,403 78 |
| Net revenue, | $3,462 65 |
| Dividends paid: | |
| Cash, | $2,072 92 |
| Balance, placed in sundry fund, | 579 24 |
| Surplus fund June 30, 1905, | 810 49 |
| Real estate acquired during the year, | $90 00 |
| Total value of real estate June 30, 1905, | $900 00 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 435 |
| Annual charges for rental of telephones, | $12.00 to $18.00 |
| Number of employes in entire system, | 10 |
| Length of line in entire system (miles), | 80 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $24,350 00 | Capital stock, | $21,350 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 810 49 | Loans, | 3,000 00 |
| Sinking fund, | 2,638 44 | Profit and loss, | 3,448 13 |
| Total, | $27,798 93 | Total, | $27,798 93 |

# CANTON AND LEROY FARMERS TELEPHONE COMPANY.

Date of charter: January 13, 1905.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| H. E. Landon, President, | East Canton, Pa. |
| W. T. Lawrence, Vice President, | " |
| D. E. Whipple, Secretary, | Canton, Pa. R. F. D. No. 72. |
| L. T. McFadden, Treasurer, | Canton, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| T. S. Greene, | Canton, Pa. |
| R. D. Gray, | Grover, Pa. |
| Burlin Holcomb, | Canton Pa., R. F. D. No. 72. |
| G. P. Stevens, | Granville Summit, Pa. |
| H. E. Landon, | East Canton, Pa. |
| D. E. Whipple, | Canton, Pa., R. F. D. No. 72. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $8 00 |
| Gross receipts from toll lines, | 45 36 |
| Gross receipts from all other sources, | 76 75 |
| Total receipts from all sources, | $130 11 |

### Expenses.

| | |
|---|---|
| Operation of system, | $201 25 |
| Interest, | 18 62 |
| Total, | $219 87 |

### Summary.

| | |
|---|---|
| Gross revenue, | $130 11 |
| Gross expenses, | 219 87 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $4,366 46 | Capital stock, | $4,150 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Open accounts, | 30 53 | Loans and interest, | 235 08 |
| | | Cash to balance, | 11 91 |
| Total, | $4,396 99 | Total, | $4,396 99 |

# CARBON TELEPHONE COMPANY.

Date of charter: July 26, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| William Schneider, President, | Summit Hill, Pa. |
| John A. Quinn, Vice President, | Lansford, Pa. |
| W. H. Clewell, Secretary, | Summit Hill, Pa. |
| Albert J. Thomas, Treasurer, | Lansford, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| William Schneider, | Summit Hill, Pa. |
| W. H. Clewell, | Lansford, Pa. |
| John A. Quinn, | " |
| John E. Lauer, | " |
| Albert J. Thomas, | " |

REVENUE AND EXPENSES.

Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $832 50 |
| Gross receipts from entire system, | | 832 50 |
| Total receipts from all sources, | | 832 50 |

Expenses.

| | | |
|---|---|---|
| Operation of system, | | $790 91 |
| Taxes: | | |
| State, | $4 48 | |
| Local, including pole tax, | 56 00 | |
| | | 60 48 |
| Interest, | | 38 50 |
| Total, | | $889 89 |

Summary.

| | |
|---|---|
| Gross revenue, | $332 50 |
| Gross expenses, | 389 89 |
| Net deficit, | $57 39 |
| Balance, June 30, 1904, | $62 30 |
| Surplus fund June 30, 1905, | 4 91 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 86 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 2 |
| Length of line in entire system (miles), | 3¼ |
| Length of line of wire in entire system (miles), | 13½ |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $2,700 00 | Capital stock, | $2,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 4 91 | Loans, | 700 00 |
| | | Profit and loss, | 4 91 |
| Total, | $2,704 91 | Total, | $2,704 91 |

# CARMICHAELS TELEPHONE COMPANY.

Date of charter: January 29, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Baily President, | Waynesburg, Pa. |
| S. S. Bayard, Vice President, | Carmichaels, Pa. |
| Chas. F. Randolph, Secretary, | " |
| Chas. F. Randolph, Treasurer, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. H. Bailey, | Waynesburg, Pa. |
| Charles F Randolph, | Carmichaels, Pa. |
| S. S. Bayard, | " |
| Thomas Hughes, | Rices Landing, Pa. |
| W. S. Scott, | Fordyce, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $2,187 92 |
| Gross receipts from toll lines, | | 1,317 55 |
| Gross receipts from entire system, | | $3,505 47 |
| Gross receipts from all other sources, loans, | | 864 28 |
| Total receipts from all sources, | | $4,369 75 |

Expenses.

| | | |
|---|---|---|
| General management, | | $225 35 |
| Operation of system, | | 1,130 91 |
| Maintenance, betterments and additions, | | 2,834 04 |
| Taxes: | | |
| State, | $21 45 | |
| Local, including pole tax, | 16 00 | |
| | | 37 45 |
| Interest, | | 139 35 |
| Total, | | $4,367 10 |

Summary.

| | |
|---|---|
| Gross revenue, | $4,369 75 |
| Gross expenses, | 4,367 10 |
| Net revenue, | $2 65 |
| Number of telephone exchange in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 232 |
| Annual charges for rental of telephones, | $12.00 to $18.00 |
| Number of employes in entire system, | 9 |
| Total amount of compensation paid to employes, | $1,130 91 |
| Length of line in entire system (miles), | 94¼ |
| Length of line of wire in entire system (miles), | 280 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $13,796 17 | Capital stock, | $5,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows: | |
| Cash on hand, | 2 65 | Loans, | 3,120 00 |
| Material and supplies on hand, | 116 68 | "Additions and betterments, | 2,105 06 |
| | | Accounts payable, | 100 95 |
| | | Sundries, | 3,588 89 |
| Total, | $13,914 90 | Total, | $13,914 90 |

# CARNEGIE TELEPHONE COMPANY.

Date of charter: June 9, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, Vice President | " " |
| Fred De Land, Secretary, Treasurer and General Manager. | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, | " " |
| H. C. McEldowney, | " " |
| J. H. Moore, | " " |
| J. S. Carr, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Current assets as follows, viz: | | Capital stock, | $6,500 00 |
| Cash on hand, | $6,500 00 | | |
| Total, | $6,500 00 | Total, | $6,500 00 |

# CARNOT TELEPHONE COMPANY.

Date of charter: October 8, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. H. Stevenson, President, | Pittsburg, Pa. |
| C. H. Dally, Secretary, | Carnot, Pa. |
| George O. Somerville, General Manager, | " |
| George O. Somerville, General Superintendent, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| M. H. Stevenson, | Pittsburg, Pa. |
| C. A. Dally, | Carnot, Pa. |
| George O. Sommerville, | " |
| R. C. Weigel, | " |
| Frank Averill, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $141 75 |
| Gross receipts from toll lines, | 20 00 |
| Gross receipts from entire system, | $161 75 |
| Total receipts from all sources, | $161 75 |

Expenses.

| | |
|---|---|
| Operation of system, | $25 00 |
| Maintenance, | 5 00 |
| Taxes, | 5 80 |
| Total, | $35 80 |

Summary.

| | |
|---|---|
| Gross revenue, | $161 75 |
| Gross expenses, | 35 80 |
| Net revenue, | $125 95 |
| Surplus fund June 30, 1905, | 125 95 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 16 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $25 00 |
| Length of line in entire system (miles), | 5½ |
| Length of line of wire in entire system (miles), | 16 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $1,318 16 | Capital stock, | $1,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Bills receivable, | 133 42 | "Additions and betterments," | 20 25 |
| Material and supplies on hand, | 50 00 | Accounts payable, | 45 00 |
| | | Profit and loss, | 436 33 |
| Total, | $1,501 58 | Total, | $1,501 58 |

# CENTRAL DISTRICT AND PRINTING TELEGRAPH COMPANY.

Date of charter: August 10, 1881.

OFFICERS.

| Name. | Official Address. |
|---|---|
| D. Leet Wilson, President, | Pittsburg, Pa. |
| D. F. Henry, Vice President, | " |
| J. G. Stoakes, Secretary, | " |
| F. M. Stephenson, Treasurer, | " |
| M. H. Buehler, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| D. Leet. Wilson, | Pittsburg, Pa. |
| D. F. Henry, | " |
| George I. Whitney, | " |
| C. J. French, | Boston, Mass. |
| Daniel H. Wallace, | Pittsburg, Pa. |
| F. S. Fish, | Boston, Mass. |
| J. H. Willock, | Pittsburg, Pa. |
| W. B. Schiller, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $2,278,707 15 |
| Gross receipts from toll lines, | | 699,054 21 |
| Gross receipts from entire system, | | $2,977,761 36 |
| Gross receipts from all other sources, | | 206,158 97 |
| Total receipts from all sources, | | $3,183,920 33 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $489,635 17 |
| Operation of system, | | 613,305 09 |
| Maintenance, | | 913,739 15 |
| Taxes: | | |
| State, | $66,044 07 | |
| Local, including pole tax, | 39,279 84 | |
| | | 105,323 91 |
| Interest, | | 215 27 |
| Miscellaneous, | | 192,031 95 |
| Total, | | $2,314,250 54 |

### Summary.

| | |
|---|---|
| Gross revenue, | $3,183,920 33 |
| Gross expenses, | 2,314,250 54 |
| Net revenue, | $869,669 79 |
| Dividends paid, cash, | $800,000 00 |
| Balance, | 69,669 79 |
| Surplus fund June 30, 1905, | 619,569 24 |
| Value of real estate June 30, 1904, | $940,024 00 |
| Real estate acquired during the year, | 39,438 37 |
| Total value of real estate June 30, 1905, | $979,462 37 |
| Number of telephone exchanges in entire system, | 508 |
| Number of telephone instruments in use in entire system, | 74,725 00 |
| Number of employes in entire system, | 2,729 |
| Total amount of compensation paid to employes, | $1,349,116 08 |
| Length of line in entire system (miles), | 4,705 |
| Length of line of wire in entire system (miles), | 173,152 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $8,913,910 29 | Capital stock, | $10,600,000 00 |
| Real estate, | 979,462 37 | Current liabilities as follows, viz: | |
| Current assets as follows, viz: | | Loans, | 200,000 00 |
| Cash on hand, | 31,231 70 | Accounts payable, | 326,663 09 |
| Bills receivable, | 469 89 | Reserve, | 129,961 68 |
| Open accounts, | 1,169,051 74 | Profit and loss, | 619,569 24 |
| Material and supplies on hand, | 182,058 32 | | |
| Total, | $11,276,194 01 | Total, | $11,276,194 01 |

# CHARTIERS TELEPHONE COMPANY.

Date of charter: April 7, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Richard Gladden, President, | |
| W. L. Scott, Secretary and Treasurer, | |
| Richard Gladden, General Manager and General Superintendent, | |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Richard Gladden, | McDonald, Pa. |
| D. Campbell, | " |
| J. W. Nesbit, | Oakdale, Pa. |
| T. B. Lee, | Pittsburg, Pa. |
| J. P. Linn, | Burgettstown, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $3,460 00 |
| Gross receipts from toll lines, | 1,032 71 |
| Gross receipts from entire system, | $4,492 71 |
| Total receipts from all sourecs, | $4,492 71 |

Expenses.

| | | |
|---|---|---|
| General management, | | $520 30 |
| Operation of system, | | 1,750 93 |
| Maintenance, | | 969 89 |
| Taxes: | | |
| State, | $33 45 | |
| Local, including tax on poles, | 100 80 | |
| | | 134 25 |
| Interest, | | 4 50 |
| Total, | | $3,379 87 |

Summary.

| | |
|---|---|
| Gross revenue, | $4,492 71 |
| Gross expenses, | 3,379 87 |
| Net revenue, | $1,112 84 |
| Dividends paid, cash, | $885 00 |
| Balance, | 227 84 |
| Surplus fund June 30, 1905, | 1,077 49 |
| Number of telephone exchanges in entire system, | 8 |
| Number of telephone instruments in use in entire system, | 235 |
| Number of employes in entire system, | 10 |
| Total amount of compensation paid to employes, | $2,292 00 |
| Length of line in entire system (miles), | 46 |
| Length of line of wire in entire system (miles), | 315 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $26,941 43 | Capital stock, | $24,300 00 |
| | | Current liabilities as follows, viz: | |
| | | Loans, | 1,500 00 |
| | | Cash on hand, | 63 94 |
| | | Profit and loss, | 1,077 49 |
| Total, | $26,941 43 | Total | $26,941 43 |

# CITIZENS MUTUAL TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: August 12, 1901

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. J. Squires, President, | Mansfield, Pa., R. F. D. No. 4. |
| W. A. Davey, Secretary, | Mansfield, Pa. |
| Homer J. Ripley, Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. H. Hatfield, | Rutland, Pa., R. F. D. No. 1. |
| L. L. Reynolds, | Mansfield, Pa., R. F. D. No. 4. |
| C. J. Rexford, | Mansfield, Pa. R. F. D. No. 2. |
| J. C. Cudworth, | Covington, Pa., R. F. D. No. 3. |
| L. M. Palmer, | Rutland, Pa. |
| C. J. Beach, | Mansfield, Pa., R. F. D. No. 1. |
| M. M. Button, | Sylvania, Pa. |
| Charles H. Strange, | Covington, Pa. R. F. D. No. 3. |
| W. H. Garrison, | Seeley Creek, N. Y. |
| Finley Furman, | Troy, Pa. |
| E. J. Kennedy, | Columbia Cross Roards, R. F. D. No. 62. |
| C. H. DeWitt, | Mansfield, Pa., R. F. D. No. 1. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $1,736 06 |
| Gross receipts from all other sources, loan, | 800 00 |
| Total receipts from all sources, | $2,536 06 |

### Expenses.

| | |
|---|---|
| Taxes, State, | $72 48 |

### Summary.

| | |
|---|---|
| Gross revenue, | $2,536 06 |
| Gross expenses, | 2,488 29 |
| Net revenue, | $47 77 |
| Number of telephone exchanges in entire system, | 7 |
| Number of telephone instruments in use in entire system, | 627 |
| Annual charges for rental of telephones, | $2.50 to $5.00 |
| Number of employes, entire system, | 10 |
| Total amount of compensation paid to employes, | $1,032 00 |
| Length of line in entire system (miles), | 406 |
| Length of line of wire in entire system (miles), | 560 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $10,170 00 | Capital stock, | $10,170 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 47 77 | Loans, | 800 00 |
| Sundries, loan, | 800 00 | Sundries, | 47 77 |
| Total, | $11,017 77 | Total, | $11,017 77 |

# CLARION TELEPHONE COMPANY.

Date of charter: January 31, 1896.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| W. F. Collner, President, | Clarion, Pa. |
| I. E. Collner, Vice President, | " |
| J. W. Knapp, Secretary, | " |
| A. B. Collner, Treasurer, | " |
| F. R. Knapp, General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. F. Collner, | Clarion, Pa. |
| I. E. Collner, | " |
| J. W. Knapp, | " |
| A. B. Collner, | " |
| F. R. Knapp, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $5,160 38 |
| Gross receipts from entire system, | $5,160 38 |
| Gross receipts from all other sources, | 101 75 |
| Total receipts from all sources, | $5,262 13 |

### Expenses.

| | |
|---|---|
| Operation of system, | $2,260 71 |
| Taxes, State, | 28 55 |
| Total, | $2,289 26 |

### Summary.

| | |
|---|---|
| Gross revenue, | $5,262 13 |
| Gross expenses, | 2,289 26 |
| Net revenue, | $2,972 87 |
| Balance, | $15,426 43 |
| Surplus fund June 30, 1905, | 18,399 30 |

| | |
|---|---|
| Number of telephone exchanges in entire system, | 9 |
| Number of telephone instruments in use in entire system, | 274 |
| Annual charges for rental of telephones, | $12.00 to $36.00 |
| Number of employes in entire system, | 7 |
| Total amount of compensation paid to employes, | $2,260 71 |
| Length of line in entire system (miles), | 160 |
| Length of line of wire in entire system (miles), | 254 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $39,621 37 | Capital stock, | $17,000 00 |
| Current assets as follows, viz: | | Dividends unpaid, | 18,399 30 |
| Cash on hand, | 88 36 | Current liabilities as follows, viz: | |
| | | Accounts payable, | 4,310 43 |
| Total, | $39,709 73 | Total, | $39,709 73 |

# CLAYSVILLE TELEPHONE COMPANY.

Date of charter: January 13, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. T. Bebout, President, | Claysville, Pa. |
| R. S. Knapp, Vice President, | 1110 F. Street N. W. Washington, D. C. |
| J. E. Dunlap, Secretary and Treasurer, | Claysville, Pa. |
| J. T. Bebout, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. T. Bebout, | Claysville, Pa. |
| R. S. Knapp, | 1110 F Street N. W., Washington, D. C. |
| M. B. Knapp, | " " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $1,800 00 |
| Gross receipts from toll lines, | 120 00 |
| Gross receipts from entire system, | $1,920 00 |
| Total receipts from all sources, | $1,920 00 |

Expenses.

| | |
|---|---|
| General management, | $450 00 |
| Operation of system, | 240 00 |
| Maintenance, | 35 00 |
| Total, | $725 00 |

Summary.

| | |
|---|---|
| Gross revenue, | $1,920 00 |
| Gross expenses, | 725 00 |
| Net revenue, | $1,195 00 |
| Balance, | $1,195 00 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 120 |
| Annual charges for rental of telephones, | $15 00 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $240 00 |
| Length of line in entire system (miles), | 50 |
| Length of line of wire in entire system (miles), | 50 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $8,000 00 | Capital stock, | $8,000 00 |
| Total, | $8,000 00 | Total, | $8,000 00 |

# COCHRANTON TELEPHONE COMPANY.

Date of charter: February 8, 1905.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Hugh L. Smith, President, | Cochranton, Pa. |
| David Beringer, Vice President, | " |
| William Woods, Secretary, | " |
| David Beringer, Treasurer, | " |
| Lee Beringer, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| T. H. Adamson, | Cochranton, Pa. |
| David Beringer, | " |
| Thomas Shaffer, | " |
| William Woods, | " |
| N. F. Lyon, | Clarks Mills, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $1,183 50 |
| Gross receipts from toll lines, | 509 20 |
| Gross receipts from entire system, | $1,692 70 |
| Gross receipts from all other sources, | 59 15 |
| Total receipts from all sources, | $1,751 85 |

Expenses.

| | |
|---|---|
| Operation of system, | $293 00 |
| Maintenance, | 553 72 |
| Total, | $846 72 |

Summary.

| | |
|---|---|
| Gross revenue, | $1,751 85 |
| Gross expenses, | 846 72 |
| Net revenue, | $905 13 |
| Dividends paid, | $751 50 |
| Surplus fund June 30, 1905, | 153 63 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 116 |
| Annual charges for rental of telephones, | 1,183 50 |
| Number of employes, entire system, | 8 |
| Total amount of compensation paid to employes, | $343 00 |
| Length of line in entire system (miles), | 33 |
| Length of line of wire in entire system (miles), | 189 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $11,850 00 | Capital stock, | $11,850 00 |
| Current assets as follows, viz: | | Profit and loss, | 153 00 |
| Cash on hand, | 153 00 | | |
| Total, | $12,003 00 | Total, | $12,003 00 |

# COLUMBIA TELEPHONE COMPANY.

Date of charter, May 6, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. C. Young, President, | Columbia, Pa. |
| Charles E. Taylor, Secretary, | " |
| C. E. Lenig, Treasurer, | " |
| H. C. Young, General Manager, | " |
| Harry W. Johnson, Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| H. C. Young, | Columbia, Pa. |
| Charles E. Taylor, | " |
| S. H. Hinkle, | " |
| S. S. Mann, | " |
| C. E. Lenig, | " |
| Harry M. Hall, | " |
| C. S. Oberlin, | Fresno, Colo. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $14,183 67 |
| Gross receipts from toll lines, | 1,453 36 |
| Gross receipts from entire system, | $15,637 03 |
| Gross receipts from all other sources: | |
| Loss and gain account, | 1,484 85 |
| Rentals receivable, | 818 92 |
| All other sources, | 10 00 |
| Total receipts from all sources, | $17,950 80 |

### Expenses.

| | |
|---|---|
| Operation of system, | $7,087 33 |
| Maintenance, | 5,663 87 |
| Taxes, local, including pole tax, | 319 54 |
| Interest, | 279 18 |
| Miscellaneous, | 373 96 |
| Total, | $13,724 38 |

### Summary.

| | |
|---|---|
| Gross revenue, | $17,950 80 |
| Gross expenses, | 13,724 38 |
| Net revenue, | $4,226 42 |
| Dividends paid, cash, | $4,447 15 |
| Balance, loss, | 220 73 |
| Value of real estate June 30, 1904, | $1,207 50 |
| Total value of real estate June 30, 1905, | 1,207 50 |
| Number of telephone exchanges in entire system, | 4 |
| Number of telephone instruments in use in entire system, | 659 |
| Annual charges for rental of telephones, | $18.00 to $35.00 |
| Number of employes in entire system, | 19 |
| Length of line in entire system (miles), | 80 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $30,666 33 | Capital stock, | $75,000 00 |
| Real estate, | 1,207 50 | Current liabilities as follows, viz: | |
| Current assets as follows, viz: | | Loans, | 6,200 00 |
| Open accounts, | 32 95 | Accounts payable, | 1,132 73 |
| Rentals receivable, | 818 92 | Cash overdrawn, | 613 70 |
| Profit and loss, | 220 73 | | |
| Total, | $32,946 43 | Total, | $32,946 43 |

# COMMONWEALTH TELEPHONE COMPANY.

Date of charter. July 11, 1905.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| James McCluskey, President, | Orange, Pa. |
| N. C. Mackey, Vice President, | Waverly, Pa. |
| W. D. Gay, Secretary, | Centremoreland, Pa. |
| Ira M. Winters, Treasurer, | " |
| W. D. Gay, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| James McCluskey, | Orange, Pa. |
| D. S. Hildebrand, | Beaumont, Pa. |
| I. G. Leek, | Ketchum, Pa. |
| F. B. Myers, | Kingston, Pa. |
| R. M. Hughes, | Pittston, Pa. |
| M. L. Perrin, | " |
| John H. Fay, | " |
| H. S. Harding, | Tunkhannock, Pa. |
| E. W. Thompson, | Factoryville, Pa. |
| William Shafer, | Fleetville, Pa. |
| A. D. Dean, | Scranton, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $113 80 |
| Gross receipts from toll lines, | 69 75 |
| Gross receipts from entire system, | $183 55 |
| Total receipts from all sources, | $153 55 |

### Expenses.

| | |
|---|---|
| Operation of system, | $163 25 |
| Taxes, State, | 173 43 |
| Total, | $336 68 |

### Summary.

| | |
|---|---|
| Gross revenue, | $183 55 |
| Gross expenses, | 336 68 |
| Net loss, | $153 13 |
| Number of telephone exchanges in entire system, | 6 |
| Number of telephone instruments in use in entire system, | 650 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 14 |
| Total amount of compensation paid to employes per month, | $423 00 |
| Length of line in entire system (miles), | 187 |
| Length of line of wire in entire system (miles), | 335 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $38,942 20 | Capital stock, | $40,186 66 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 536 60 | Loans, | 1,300 00 |
| Open accounts, | 2,599 33 | Accounts payable, | 4,861 85 |
| Material and supplies on hand, | 4,270 38 | | |
| Total, | $46,348 51 | Total, | $46,348 51 |

# CONNEAUTVILLE TELEPHONE COMPANY.

Date of charter: May 16, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. T. Snodgrass, President, | Conneautville, Pa. |
| L. D. Corey, Secretary, | " |
| J. T. Snodgrass, Treasurer, | " |
| L. D. Corey, General Superintendent, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. T. Snodgrass, | Conneautville, Pa. |
| Correll A. Snodgrass, | " |
| Martha North, | " |
| N. L. Corey, | " |
| L. D. Corey, | " |
| Grace Royal, | Sharon, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $3,552 64 |
| Gross receipts from toll lines, | 701 11 |
| Gross receipts from entire system, | $4,253 75 |
| Gross receipts from all other sources, | 1,000 00 |
| Total receipts from all sources, | $5,253 75 |

Expenses.

| | |
|---|---|
| Operation of system, | $1,597 24 |
| Maintenance, | 300 20 |
| Taxes, State, | 101 52 |
| Interest, | 360 00 |
| Miscellaneous, | 1,653 75 |
| Total, | $4,012 71 |

**Summary.**

| | |
|---|---|
| Gross revenue, | $5,253 75 |
| Gross expenses, | 4,012 71 |
| Net revenue, | $1,241 04 |
| Dividends paid, cash, | $360 00 |
| Balance, | 881 04 |
| Deficiency June 30, 1905, | 833 65 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 400 |
| Annual charges for rental of telephones, | $10.00 and $12.00 |
| Number of employes in entire system, | 6 |
| Total amount of compensation paid to employes, | $1,597 24 |
| Length of line in entire system (miles), | 100 00 |
| Length of line of wire in entire system (miles), | 500 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $26,000 00 | Capital stock, | $18,000 00 |
| Current assets as follows, viz: | | Funded debt, | 7,200 00 |
| Cash on hand, | 166 35 | Current liabilities as follows, viz: | |
| Open accounts, | 526 41 | Accounts payable, | 2,636 66 |
| Material and supplies on hand, | 210 25 | | |
| Sinking fund, | 100 00 | | |
| Profit and loss, | 833 65 | | |
| Total, | $27,836 66 | Total, | $27,836 66 |

# CONNELLSVILLE, KLONDYKE, NORMALSVILLE AND OHIOPYLE TELEPHONE COMPANY.

Date of charter: November 10, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| H. P. Berryhill, President, | Connellsville, Pa. |
| A. G. C. Sherbondy, Secretary, | Normalsville, Pa. |
| M. T. Kemp, Treasurer, | " |
| W. T. Colborn, General Superintendent, | Mill Run, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| H. P. Berryhill, | Connellsville, Pa. |
| A. G. C. Sherbondy, | Normalsville, Pa. |
| Lou F. Miller, | Pennsville, Pa. |
| M. T. Kemp, | Connellsville, Pa. |
| W. T. Colborn, | Mill Run, Pa. |
| August Stickel, | " |
| A. L. Skinner, | Ohiopyle, Pa. |
| E. C. Higbee, | Connellsville, Pa. |

REVENUE AND EXPENSES.

**Revenue.**

| | |
|---|---|
| Gross receipts from entire system, | $451 24 |
| Total receipts from all sources, | $451 24 |

**Expenses.**

| | |
|---|---|
| General management, | $126 00 |
| Operation of system, | 78 90 |
| State tax, | 2 64 |
| Miscellaneous, | 222 93 |
| Total, | $430 47 |

**Summary.**

| | |
|---|---|
| Gross revenue, | $451 24 |
| Gross expenses, | 430 47 |
| Net revenue, | $20 77 |
| Balance, | $20 77 |
| Surplus fund June 30, 1905, | $20 77 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 24 |
| Annual charges for rental of telephones, | $15.00 and $18.00 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $96 00 |
| Length of line in entire system (miles), | 30 |
| Length of line of wire in entire system (miles), | 30 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $4,210 00 | Capital stock, | $4,210 00 |
| Profit and loss, | 20 77 | Profit and loss, | 20 77 |
| Total, | $4,230 77 | Total, | $4,230 77 |

# CONSOLIDATED TELEPHONE COMPANY OF PENNSYLVANIA.

Date of charter: July 22, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| R. E. Wright, President, | Allentown, Pa. |
| C. W. Kline, Vice President, | Hazleton, Pa. |
| C. M. W. Keck, Secretary, | Allentown, Pa. |
| C. M. W. Keck, Treasurer, | " |
| Charles West, General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| R. E. Wright, | Allentown, Pa. |
| G. O. Albright, | " |
| Thomas Daugherty, | " |
| W. J. Hartzell, | " |
| Alvan Markle, | Hazleton, Pa. |
| C. W. Kline, | " |
| G. R. Bedford, | Wilkes-Barre, Pa. |
| W. A. Lathrop, | " |
| A. J. Brumbach, | Reading, Pa. |
| Isaac Hester, | " |
| W. K. Stevens, | " |
| F. M. Green, | Washington, D. C. |
| A. P. Trautwein, | Carbondale, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $271,685 74 |
| Gross receipts from toll lines, | 30,876 35 |
| Gross receipts from entire system, | $302,562 09 |
| Gross receipts from all other sources, | 448 00 |
| Total receipts from all sources, | $303,010 09 |

### Expenses

| | | |
|---|---|---|
| General management, | | $13,422 67 |
| Operation of system, | | 70,493 44 |
| Maintenance, | | 47,028 89 |
| Taxes: | | |
| State reserve, | $1,200 00 | |
| Local, including tax on poles, | 5,460 00 | |
| | | 6,660 00 |
| Interest, | | 138,257 68 |
| Total, | | $275,862 68 |

### Summary.

| | |
|---|---|
| Gross revenue, | $303,010 09 |
| Gross expenses, | 275,862 68 |
| Net revenue, | $27,147 41 |
| Balance, | $27,147 41 |
| Surplus fund June 30, 1905, | 59,302 79 |
| Value of real estate June 30, 1904, | $38,000 00 |
| Total value of real estate June 30, 1905, | $38,000 00 |
| Number of telephone exchanges in entire system, | 27 |
| Number of telephone instruments in use in entire system, | 13,456 |
| Annual charges for rental of telephones, | None. |
| Number of employes in entire system, | 338 |
| Total amount of compensation paid to employes, | $98,740 18 |
| Length of line in entire system (miles), | 675 |
| Length of line of wire in entire system (miles), | 8,457 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $7,438,996 85 | Capital stock, | $4,000,000 00 |
| Current assets as follows, viz | | Funded debt, | 2,851,400 00 |
| Cash on hand, | 706 29 | Current liabilities as follows, viz: | |
| Open accounts, | 22,751 64 | Interest on funded debt due and accrued, | 35,612 50 |
| Material and supplies on hand, | 10,913 25 | Loans, | 314,011 81 |
| Toll coupons, | 2,280 00 | Accounts payable, | 20,505 48 |
| Unexpired insurance, | 358 80 | Special reserve, | 180,000 00 |
| | | Toll coupons outstanding, | 5,348 25 |
| | | Syndicate subscriptions, | 3,217 50 |
| | | Reserve for taxes, | 6,578 00 |
| | | Profit and loss, | 59,302 79 |
| Total, | $7,476,006 33 | Total, | $7,476,006 33 |

# COWANSHANNOCK INDEPENDENT TELEPHONE COMPANY.

Date of charter: July 3, 1901

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. A. Kelly, President, | Whitesburg, Pa. |
| W. T. Burns, Vice President, | Dayton, Pa. |
| O. S. Marshall, Secretary, | Rural Valley, Pa. |
| O. S. Marshal, Treasurer, | " |
| A. J. Caylor, Auditor, | " |
| R. M. Marshall, General Manager, | Dayton, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. A. Kelly, | Whitesburg, Pa. |
| O. S. Marshall, | Rural Valley, Pa. |
| H. W. Harmon, | " |
| W. J. Truby, | " |
| R. M. Marshall, | Dayton, Pa. |
| P. A. Smeltzer, | " |
| G. C. Whitacre, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $115 00 |
| Gross receipts from toll lines, | 393 00 |
| Gross receipts from entire system, | $808 00 |

**Expenses.**

| | |
|---|---|
| General management, | $228 00 |
| Operation of system, | 314 00 |
| Maintenance, | 384 68 |
| Total, | $926 68 |

**Summary.**

| | |
|---|---|
| Gross revenue, | $808 00 |
| Gross expenses, | 926 68 |
| Value of real estate June 30, 1904, | $300 00 |
| Total value of real estate June 30, 1905, | 300 00 |
| Number of telephone exchanges in entire system, | 8 |
| Number of telephone instruments in use in entire system, | 246 |
| Annual charges for rental of telephones, | $12.00 to $18.00 |
| Number of employes in entire system, | 10 |
| Total amount of compensation paid to employes, | $417 50 |
| Length of line in entire system (miles), | 192 |
| Length of line of wire in entire system (miles), | 270 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $6,048 95 | Capital stock, | $5,120 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 185 40 | Accounts payable, | 1,683 63 |
| Bills receivable, | 450 60 | | |
| Profit and loss, | 118 68 | | |
| Total, | $6,803 63 | Total, | $6,803 63 |

# CROSS FORK, GERMANIA AND GALETON TELEPHONE COMPANY.

Date of charter: August 31, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| E. Peltz, President, | Cross Fork, Pa. |
| R. B. Loder, Secretary, | " |
| E. Peltz, Treasurer, | " |
| R. W. Schmelz, General Manager, | " |
| R. W. Schmelz, General Superintendent, | " |
| A. E. Peltz, Auditor, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. Peltz, | Cross Fork, Pa. |
| R. B. Loder, | " |
| H. E. Peltz, | " |
| R. W. Schmelz, | " |
| Harry Duncan, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $2,842 18 |
| Total receipts from all sources, | $2,842 18 |

### Expenses.

| | |
|---|---|
| Operation of system, | $2,129 90 |
| Maintenance, | 566 10 |
| Taxes, | 13 40 |
| Miscellaneous, | 98 35 |
| Total, | $2,807 75 |

### Summary.

| | |
|---|---|
| Gross revenue, | $2,842 18 |
| Gross expenses, | 2,807 75 |
| Net revenue, | $34 43 |
| Balance, | $34 43 |
| Surplus fund June 30, 1905, | 515 68 |
| Number of telephone exchanges in entire system, | 7 |
| Number of telephone instruments in use in entire system, | 61 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $600 00 |
| Length of line in entire system (miles), | 26 |
| Length of line of wire in entire system (miles), | 52 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $2,618 43 | Capital stock, | $2,680 00 |
| Current assets as follows, viz: | | Profit and loss, | 54 11 |
| Cash on hand, | 115 68 | | |
| Sinking fund, | 400 00 | | |
| Total, | $2,734 11 | Total, | $2,734 11 |

# CUMBERLAND VALLEY TELEPHONE COMPANY.

Date of charter: November 7, 1901.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| B. F. Meyers, President, | Harrisburg, Pa. |
| W. D. Barnard, Vice President, | 112 N. Broad St., Philadelphia, Pa. |
| F. E. Ziegler, Secretary, | Harrisburg, Pa. |
| S. R. Caldwell, Treasurer, | 112 N. Broad St., Philadelphia, Pa. |
| F. D. Houck, General Superintendent, | 227 Walnut street, Harrisburg, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| B. F. Myers, | Harrisburg, Pa. |
| W. D. Barnard, | Philadelphia, Pa. |
| John Hoffer, Jr., | Harrisburg, Pa. |
| S. R. Caldwell, | Philadelphia, Pa. |
| C. M. Clement, | Sunbury, Pa. |
| S. P. Light, | Lebanon, Pa. |
| F. E. Ziegler, | Harrisburg, Pa. |
| T. J. O'Neill, | Hanover, Pa. |
| C. J. Delone, | " |

## REVENUE AND EXPENSES.

### Summary.

| | |
|---|---|
| Value of real estate June 30, 1904, | $25,833 34 |
| Real estate acquired during the year, | None. |
| Total value of real estate June 30, 1905, | $25,833 34 |
| Number of telephone exchanges in entire system, | 27 |
| Number of telephone instruments in use in entire system, | 4,183 |
| Number of employes in entire system, | 126 |
| Total amount of compensation paid to employes, | $41,495 52 |
| Length of line in entire system (miles), | 680 |
| Length of line of wire in entire system (miles), | 5,980 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $2,035,061 74 | Capital stock, | $999,500 00 |
| Stock and bonds of other companies, | 148,600 00 | Funded debt, | 1,199,000 00 |
| Real estate, | 25,833 34 | Current liabilities as follows, viz: | |
| Furniture and fixtures, | 2,435 79 | Loans, | 6,500 00 |
| Current assets as follows, viz: | | "Additions and betterments," | 5,968 15 |
| Open accounts, | 3,165 13 | Sundries, | 350 00 |
| Sundries, | 55 39 | Realty mortgages, | 3,333 34 |
| | | Unconverted stock, | 500 00 |
| Total, | $2,215,151 39 | Total, | $2,215,151 39 |

# DELAWARE AND ATLANTIC TELEGRAPH AND TELEPHONE COMPANY OF PENNSYLVANIA.

Date of charter: May 28, 1883.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| U. N. Bethell, President, | New York, N. Y. |
| W. S. Peirsol, Secretary and Treasurer, | Philadelphia, Pa. |
| T. Spencer, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| U. N. Bethell, | New York, N. Y. |
| Fred. P. Fish, | Boston, Mass. |
| H. S. Huidekoper, | Philadelphia, Pa. |
| James E. Mitchell, | " |
| Thomas Sherwin, | Boston, Mass. |
| W. T. Westbrook, | Philadelphia, Pa. |
| Winfield S. Piersol, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $221,987 09 |
| Gross receipts from toll lines, | 294,732 05 |
| Gross receipts from entire system, | $516,719 14 |
| Total receipts from all sources, | $516,719 14 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $38,687 27 |
| Operation of system, | | 154,383 83 |
| Maintenance, | | 161,994 62 |
| Taxes: | | |
| State, | $2,784 49 | |
| Local, including tax on poles, | 8,068 55 | |
| | | 10,853 04 |
| Interest, | | 60,441 92 |
| Total, | | $426,360 66 |

Summary.

| | |
|---|---|
| Gross revenue, | $516,719 14 |
| Gross expenses, | 426,360 66 |
| Net revenue, | $90,358 48 |
| Balance, | $90,358 48 |
| Deficit June 30, 1905, | 134,634 91 |
| Value of real estate June 30, 1904, | $4,133 81 |
| Real estate acquired during the year, | 18,799 45 |
| Total value of real estate June 30, 1905, | $22,933 26 |
| Number of telephone exchanges in entire system, | 88 |
| Number of telephone instruments in use in entire system, | 25,452 |
| Annual charges for rental of telephones, average per set, | $20 00 |
| Number of employes in entire system, | 356 |
| Total amount of compensation paid to employes, | $184,759 44 |
| Length of line in entire system, (miles), | 1,225 |
| Length of line of wire in entire system, (miles), | 27,900 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $2,108,935 74 | Capital stock, | $10,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 9,796 72 | Accounts payable, | 2,358,263 96 |
| Open accounts, | 74,589 87 | Sundries, reserves, | 15,596 76 |
| Material and supplies on hand, | 32,970 22 | Profit and loss, | 134,634 91 |
| Real estate, | 22,933 26 | | |
| Total, | $2,249,225 81 | Total, | $2,249,225 81 |

# DELMAR AND HOYTVILLE TELEPHONE COMPANY.

Date of charter: September 17, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| F. H. Maroni, President, | Antrim, Pa. |
| D. S. Friell, Secretary, | Wellsboro, Pa. |
| John Focht, Treasurer, | " |
| D. H. Darby, General Manager, | Morris, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Henry Mitchell, | Delmar, Pa. |
| C. W. Boneur, | " |
| Charles Steele, | " |
| C. C. Miller, | Morris, Pa. |
| Saint Hyler, | Nauvoo, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $8 00 |
| Gross receipts from toll lines, | 216 08 |
| Gross receipts from entire system, | $224 08 |
| Gross receipts from all other sources, cash on hand July 1, 1904, | 107 79 |
| Total receipts from all sources, | $331 87 |

Expenses.

| | |
|---|---|
| Operation of system, | $206 69 |
| Maintenance, | 44 64 |
| Total, | $251 33 |

Summary.

| | |
|---|---|
| Gross revenue, | $224 08 |
| Gross expenses, | 251 33 |
| Balance in hands of treasurer July 1, 1905, | $80 54 |
| Surplus fund June 30, 1905, | 80 54 |
| Number of telephone exchanges in entire system, | 3 |
| Number of telephone instruments in use in entire system, | 100 |
| Annual charges for rental of telephones to non-subscribers, | $4 00 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $220 00 |
| Length of line in entire system, (miles), | 50 |
| Length of line of wire in entire system (miles), | 50 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $2,098 00 | Capital stock, | $2,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 80 54 | "Additions and betterments," | 98 00 |
| | | Surplus, | 80 54 |
| Total, | $2,178 54 | Total, | $2,178 54 |

# DUNKARD VALLEY TELEPHONE COMPANY.

Date of charter: March 18, 1905.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. T. White, President, | Maple, W. Va. |
| J. M. Six, Vice President, | Hero, Pa. |
| F. M. Hinnen, Secretary, | " |
| J. E. Hinnen, Treasurer, | Garrison, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. T. White, | Maple, W. Va. |
| J. M. Six, | Hero, Pa. |
| F. M. Hinnen, | " |
| J. E. Hinnen, | " |
| J. L. Renner, | Garrison, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $39 50 |
| Gross receipts from toll lines, | 8 43 |
| Total receipts from all sources, | $47 93 |

Expenses.

| | |
|---|---|
| Operation of system, | $18 00 |
| Total, | $18 00 |

Summary.

| | |
|---|---|
| Gross revenue, | $47 93 |
| Gross expenses, | 18 00 |
| Net revenue, | 29 93 |
| Balance, | 29 93 |
| Surplus fund June 30, 1905, | 29 93 |
| Number of telephone instruments in use in entire system, | 10 |
| Number of telephone instruments in use in Pennsylvania, | 9 |
| Annual charges for rental of telephones, | $10 00 |
| Number of employes in entire system, | 2 |
| Total amount of compensation paid to employes, | $18 00 |
| Length of line in entire system (miles), | 35 |
| Length of line in Pennsylvania (miles), | 30 |
| Length of line of wire in entire system (miles), | 40 |
| Length of line of wire in Pennsylvania (miles), | 38 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $807 33 | Capital stock, | $5,000 00 |
| Unsold stock, | 4,480 00 | Current liabilities as follows, viz: | |
| Current assets as follows, viz: | | Accounts payable, | 287 33 |
| Cash on hand, | 29 93 | Profit and loss, | 29 93 |
| Total, | $5,317 26 | Total, | $5,317 26 |

# EASTON TELEPHONE COMPANY.

Date of charter: May 28, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Howard Mutchler, President, | Easton, Pa. |
| E. P. Wilbur, Jr., Treasurer, | Bethlehem, Pa. |
| W. H. Reaser, General Manager, | Easton, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Howard Mutchler, | Easton, Pa. |
| E. P. Wilbur, Jr., | Bethlehem, Pa. |
| John H. McGrath, | Easton, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $692 84 |
| Gross receipts form entire system, | $692 84 |
| Total, | $692 84 |

Expenses.

| | |
|---|---|
| General management, | $425 00 |
| Operation of system, | 511 00 |
| Taxes, local, including tax on poles, | 92 00 |

Summary.

| | |
|---|---|
| Gross revenue, | $692 84 |
| Gross expenses, | 936 00 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 176 |
| Annual charges for rental of telephones, | $18 00 to 36 00 |
| Number of employes in entire system, | 4 |
| Total amount of compensation paid to employes, | $511 00 |
| Length of line in entire system (miles), | 8 |
| Length of line of wire in entire system (miles), | 16 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $10,000 00 | Capital stock, | $10,000 00 |
| Total, | $10,000 00 | Total, | $10,000 00 |

# EASTON AND BETHLEHEM TELEPHONE COMPANY.

Date of charter: July 25, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| E. P. Wilbur, President, | Bethlehem, Pa. |
| W. A. Wilbur, Vice President, | " |
| W. H. Reaser, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| William B. Myers, | Bethlehem, Pa. |
| J. Davis Brodhead, | " |
| W. A. Wilbur, | " |
| Malcolm Campbell, | " |
| Howard Mutchler, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $8,238 77 |
| Gross receipts from toll lines, | 544 36 |
| Gross receipts from entire system, | $8,783 13 |
| Total receipts from all sources, | $8,783 13 |

### Expenses.

| | |
|---|---|
| General management, | $1,700 00 |
| Operation of system, | 4,212 00 |
| Maintenance, | 1,307 00 |
| Taxes: | |
| Local including tax on poles, | 314 81 |
| Total, | $7,533 81 |

### Summary.

| | |
|---|---|
| Gross revenue, | $8,783 13 |
| Gross expenses, | 7,533 81 |
| Net revenue, | $1,249 32 |
| Balance, | $1,249 32 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 393 |
| Annual charges for rental of telephones, | $18 to $3[illegible] |
| Number of employes in entire system, | 13 |
| Total amount of compensation paid to employes, | $4,212 00 |
| Length of line in entire system—miles, | 27 |
| Length of line of wire in entire system—miles, | 405 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $600,000 00 | Capital stock, | $600,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 1,249 32 | Dividends unpaid, | 1,249 32 |
| Total, | $601,249 32 | Total, | $601,249 32 |

# ECONOMY TELEPHONE COMPANY.

Date of charter: January 5, 1905.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| E. K. Hochstetler, President, | Pocahontas, Pa. |
| J. J. Reinman, Vice President, | Shanksville, Pa. |
| H. G. Will, Secretary, | Myersdale, Pa. |
| W. N. Moser, Treasurer, | " |
| Henry Shultz, General Manager, | " |
| E. K. Hochstetler, General Superintendent, | Pocohontas, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. K. Hochstetler, | Pocohontas, Pa. |
| E. J. Foraditch, | " |
| H. P. Berkley, | Berkley, Pa. |
| W. N. Moser, | Meyersdale, Pa. |
| J. J. Reinman, | Shanksville, Pa. |
| A. G. Kimmel, | Berlin, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $838 44 |
| Total, | $838 44 |

### Expenses.

| | |
|---|---|
| General management, | $49 56 |
| Operation of system, | 223 05 |
| Total, | $272 61 |
| Gross revenue, | $838 44 |
| Gross expenses, | 272 61 |
| Net revenue, | 565 83 |
| Balance, | 565 83 |
| Number of telephone exchanges in entire system, | 4 |
| Number of telephone instruments in use in entire system, | 217 |
| Number of employes in entire system, | 18 |
| Total amount of compensation paid to employes, | $1,396 64 |
| Length of line in entire system (miles), | 98.:0 |
| Length of line of wire in entire system (miles), | 249 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $8,990 00 | Capital stock, ..... | $8,990 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, ..... | 307 20 | Loans ..... | 300 00 |
| Open accounts, ..... | 826 13 | Accounts payable, ..... | 592 50 |
| Material and supplies on hand, ..... | 325 00 | Profit and loss, ..... | 565 83 |
| Total, ..... | $10,448 33 | Total, ..... | $10,448 33 |

# EDINBORO TELEPHONE COMPANY.

Date of charter: August 31, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. F. Bigler, President, ..... | Edinboro, Pa. |
| E. P. Perry, Vice President ..... | " |
| D. R. Harter, Secretary, ..... | " |
| G. W. Minium, Treasurer, ..... | " |
| D. R. Harter, General Manager, ..... | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. F. Bigler, ..... | Edinboro, Pa. |
| E. P. Perry, ..... | " |
| D. R. Harter, ..... | " |
| G. W. Minium, ..... | " |
| C. W. Billings, ..... | " |
| I. R. Reeder, ..... | " |
| C. S. Darrow, ..... | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, ..... | $757 05 |
| Gross receipts from toll lines, ..... | 111 21 |
| Gross receipts from entire system, ..... | 868 26 |
| Gross receipts from entire system, ..... | $868 26 |

Expenses.

| | |
|---|---|
| General management, | $55 00 |
| Operation of system, | 210 00 |
| Maintenance, | 225 76 |
| Total, | $490 76 |

Summary.

| | |
|---|---|
| Gross revenue, | $868 26 |
| Gross expenses, | 490 76 |
| Net revenue, | 377 50 |
| Dividends paid, cash, | 152 50 |
| Balance, | 225 00 |
| Surplus fund June 30, 1905, | 225 00 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 85 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes, | 2 |
| Total amount of compensation paid to employes, | 215 00 |
| Length of line in entire system (miles), | 20.50 |
| Length of line of wire in entire system (miles), | 33 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $2,929 20 | Capital stock, | $2,850 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 282 14 | Dividends unpaid, | 7 50 |
| Open accounts, | 146 32 | Accounts payable, | 216 37 |
| Material and supplies on hand, | 151 00 | Due N. Y. & Pa. Tel. and Tel. Co. for royalty and supplies, | 319 90 |
| Office rental paid in advance, | 15 00 | Profit and loss, | 209 09 |
| Unsold stock to cover balance of construction expenses, | 79 20 | | |
| Total, | $3,602 86 | Total, | $3,602 86 |

# ELIZABETH TELEPHONE COMPANY.

Date of charter: June 20, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, Vice President, | " " |
| Fred De Land, Secretary, Treasurer and General Manager. | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, | " " |
| H. C. McEldowney, | " " |
| J. H. Moore, | " " |
| J. S. Carr, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Current assets as follows, viz: Cash on hand, | $2,200 00 | Capital stock, | $2,200 00 |
| Total, | $2,200 00 | Total, | $2,200 00 |

# ELK TELEPHONE AND TELEGRAPH COMPANY.

Date of chrater,: July 7, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. S. Kline, President, | Ridgway, Pa. |
| S. G. Latta, Vice President, | Wilcox, Pa. |
| D. J. Driscoll, Secretary, | St. Marys, Pa. |
| J. M. Schaefer, Treasurer, | " |
| G. W. Herrick, General Superintendent, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| M. S. Kline, | Ridgway, Pa. |
| S. G. Latta, | Wilcox, Pa. |
| J. M. Schaefer, | St. Marys, Pa. |
| D. J. Driscoll, | " |
| Ellis L. Orris, | Bellefonte, Pa. |
| W. D. Barnard, | St. Davids, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $12,360 80 |
| Gross receipts from toll lines, | 1,459 61 |
| Gross receipts from entire system, | 12,820 41 |
| Gross receipts from all other sources, | 30 01 |
| Total receipts from all sources, | $13,850 42 |

Expenses.

| | |
|---|---|
| General management, | $1,036 57 |
| Operation of system, | 4,511 50 |
| Maintenance, | 2,759 67 |
| Taxes, State, | 161 59 |
| Interest, | 692 00 |
| Total, | $9,161 33 |

Summary.

| | |
|---|---|
| Gross revenue, | $13,850 42 |
| Gross expenses, | 9,161 33 |
| Net revenue, | 4,689 09 |
| Dividends, paid, | 868 56 |
| Surplus fund June 30, 1905, | 3,820 53 |
| Number of telephone exchanges in entire system, | 6 |
| Number of telephone instruments in use in entire system, | 1,009 |
| Annual charges for rental of telephones, | $12 00 to 42 00 |
| Number of employes in entire system, | 25 |
| Total amount of compensation paid to employes, including construction work, | $10,497 09 |
| Length of line in entire system (miles), | 79 |
| Length of line of wire in entire system (miles), | 723 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $55,669 03 | Capital stock, | $25,000 00 |
| Current assets as follows, viz: | | Funded debt, | 20,000 00 |
| Cash on hand, | 373 13 | Current liabilities as follows, viz: | |
| Material and supplies on hand, | 1,311 83 | Interest on funded debt due and accrued, | 193 00 |
| Sundries, | 343 13 | Dividends unpaid, surplus 1904, | 3,306 65 |
| | | Accounts payable, | 5,323 84 |
| | | Sundries, | 43 10 |
| | | Profit and loss, | 3,820 53 |
| Total, | $57,697 12 | Total, | $57,697 12 |

# ENTERPRISE TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: November 25, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. M. Cline, President, | Terre Hill, Pa. |
| Solomon High Vice President, | Blue Ball, Pa. |
| Eli M. Martin, Secretary, | New Holland, Pa. |
| H. M. Stauffer, Treasurer, | Leola, Pa. |
| Eli M. Martin, General Superintendent, | New Holland, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| A. M. Cline, | Terre Hill, Pa. |
| Solomon High, | Blue Ball, Pa. |
| Eli M. Martin, | New Holland, Pa. |
| H. M. Stauffer, | Leola, Pa. |
| Noah Nolt, | New Holland R. No. 2, Pa. |
| I. G. Martin, | New Holland R. No. 3, Pa. |
| P. L. Reidenbach, | Farmersville, Pa. |
| George W. Bair, | New Holland R. No. 1, Pa. |
| J. L. Winters, | Goodville, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $6,751 39 |
| Total receipts from all sources, | $6,751 39 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $846 00 |
| Operation of system, | | 1,589 09 |
| Maintenance, | | 1,746 09 |
| Taxes: | | |
| State, | $57 29 | |
| Local, including tax on poles, | 37 00 | |
| | | 94 29 |
| Interest, | | 112 69 |

### Summary.

| | |
|---|---|
| Dividends paid, cash, | 1,250 00 |
| Balance, | 1,113 23 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 339 |
| Number of employes in entire system, | 7 |
| Total amount of compensation paid to employes, | $2,639 54 |
| Length of line in entire system (miles), | 120 |
| Length of line of wire in entire system (miles), | 820 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $33,530 00 | Capital stock, | $25,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 2,202 42 | Loans, | 8,530 00 |
| | | Profit and loss, | 2,202 42 |
| Total, | $35,732 42 | Total, | $35,732 42 |

# FARMERS TELEPHONE AND SUPPLY COMPANY.

Date of charter: March 5, 1900.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| C. A. Long, President, | Hunlocks Creek, Pa., R. F. D. No. 2. |
| S. M. Whitesell, Vice President, | Town Line, Pa. |
| C. B. Wheeler, Secretary and Treasurer, | Hunlocks Creek, Pa., R. F. D. No. 2. |
| G. R. Shaw, General Manager, | Irish Lane, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| I. A. Long, | Sweet Valley, Pa. |
| B. F. Croop, | Hunlocks Creek, Pa. |
| M. A. Benscoter, | Hunlocks Creek, Pa., R. F. D. No. 2. |
| H. E. Campbell, | Shickshinny, Pa. |
| G. R. Shaw, | Irish Lane, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $909 24 |
| Gross receipts from toll lines, | 571 25 |
| Gross receipts from entire system, | $1,480 49 |
| Total receipts from all sources, | $1,480 49 |

### Expenses.

| | |
|---|---|
| General management, | $117 36 |
| Operation of system, | 628 30 |
| Maintenance, | 212 56 |
| Taxes, State, | 12 64 |
| Interest, | 33 40 |
| Miscellaneous, | 325 50 |
| Total, | $1,329 76 |

### Summary.

| | |
|---|---|
| Gross revenue, | $1,480 49 |
| Gross exepenses, | 1,329 76 |
| Net revenue, | 150 73 |

| | |
|---|---|
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 117 |
| Annual charge for rental of telephones, | $12 00 to 24 00 |
| Number of employes in entire system, | 5 |
| Total amount of compensation paid to employes, | $860 33 |
| Length of line in entire system (miles), | 40 |
| Length of line of wire in entire system (miles), | 55 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $5,011 18 | Capital stock, | $4,140 00 |
| Current assets as follows, viz: | | Funded debt, | 900 00 |
| Cash on hand, | 31 06 | Current liabilities as follows, viz: | |
| Open accounts, | 244 78 | Interest on funded debt due and accrued, | 27 00 |
| Materials and supplies on hand, | 74 74 | Loans, | 46 40 |
| Profit and loss, | 657 52 | Accounts payable, | 755 15 |
| | | Profit and loss, | 150 73 |
| Total, | $6,019 28 | Total, | $6,019 28 |

# FARMERS TELEPHONE COMPANY OF INDIANA, JEFFERSON AND ARMSTRONG COUNTIES.

Date of charter: March 18, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. W. Botsford, President, | Marion Centre, Pa. |
| L. M. Smucker, Vice President, | Willett, Pa. |
| John L. Getty, Secretary, | Indiana, Pa. |
| D. A. Hamilton, Treasurer, | Hamilton, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Chas. J. Blose, | Sprankles Mills, Pa. |
| F. S. Neal, | Trade City, Pa. |
| Frank Douglass, | Indiana, Pa. |
| S. M. Fleming, | Willett, Pa. |
| Frank L. Mentch, | Penn Run, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $865 00 |
| Gross receipts from toll lines, | 632 50 |
| Total receipts from all sources, | $1,497 50 |

### Expenses.

| | |
|---|---|
| General management, | $100 00 |
| Operation of system, | 742 50 |
| Maintenance, | 490 58 |
| Miscellaneous, | 96 68 |
| Total, | $1,429 76 |

### Summary.

| | |
|---|---|
| Gross revenue, | $1,497 50 |
| Gross expenses, | 1,429 76 |
| Balance June 30, 1905, | 67 74 |
| Number of telephone exchanges in entire system, | 20 |
| Number of telephone instruments in use in entire system, | 875 |
| Annual charges for rental of telephones, | None. |
| Number of employes in entire system, | 58 |
| Total amount of compensation paid to employes, | $742 50 |
| Length of line in entire system (miles), | 581 |
| Length of line of wire in entire system (miles), | 581 |

### GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $14,600 00 | Capital stock, | $15,000 00 |
| Stock not yet issued, | 400 00 | Profit and loss, | 67 74 |
| Current assets as follows, viz: | | | |
| Cash on hand, | 67 74 | | |
| Total, | $15,067 74 | Total, | $15,067 74 |

## FARMERS MUTUAL TELEPHONE COMPANY.

Date of charter: March 22, 1900.

### OFFICERS.

| Name. | Official Address. |
|---|---|
| Francis Kelley, President, | Covington R. F. D., Pa. |
| J. F. Haverly, Vice President, | Cherry Flats, Pa. |
| Fred. H. Niles, Secretary, | Wellsboro R. F. D., Pa. |
| C. W. Hazlett, Treasurer, | East Charleston, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. L. Hager, | Mansfield, Pa. |
| E. Geo. Joseph, | Nelson, Pa. |
| Floyd Erway, | Wellsboro R. F. D., Pa. |
| N. E. Bryant, | Crooked Creek Pa. |
| J. R. Sampson, | Wellsboro R. F. D., Pa. |
| T. L. Bowers, | " |
| T. J. Davis, | " |
| S. F. Haverly, | Cherry Flats, Pa. |
| F. J. Ashley, | Wellsboro R. F. D., Pa. |
| Seth Peake, | " |
| E. J. Tuttle, | " |
| H. D. Wood, | Arnot, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $2,695 95 |
| Gross receipts from toll lines, | 331 89 |
| Gross receipts from entire system, | $3,027 84 |
| Gross receipts from all other sources, | 1,696 69 |
| Total receipts from all sources, | $4,724 53 |

### Expenses.

| | |
|---|---|
| General management, | $775 35 |
| Operation of system, | 1,286 32 |
| Maintenance, | 1,674 20 |
| Taxes, State, | 66 79 |
| Interest, | 50 00 |
| Miscellaneous, loan paid, | 500 00 |

### Summary.

| | |
|---|---|
| Balance, | $371 87 |
| Number of telephone exchanges in entire system, | 10 |
| Annual charges for rental of telephones, | $10 00 |
| Number of employes in entire system, | 10 |
| Total amount of compensation paid to employes, | $1,286 32 |
| Length of line in entire system (miles), | 150 |
| Length of line of wire in entire system (miles), | 500 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $6,727 50 | Capital stock, | $5,000 00 |
| Other permanent investments, | 400 63 | Funded debt, | 2,500 00 |
| Current assets as follows, viz: | | | |
| Cash on hand, | 371 87 | | |
| Total, | $7,500 00 | Total, | $7,500 00 |

# FARMERS MUTUAL TELEPHONE COMPANY OF WASHINGTON COUNTY, PA.

Date of charter: July 19, 1904.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| R. L. Munce, President, | Canonsburg, Pa. |
| R. B. Blainey, Vice President, | Washington, Pa. |
| B. K. McConnell, Secretary, | Canonsburg, Pa. |
| John Fulton, Treasurer, | " |
| R. L. Munce, General Manager and General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| John Fulton, | Canonsburg, Pa. |
| H. H. Bebout, | " |
| J. R. McPherson, | " |
| B. K. McConnell, | " |
| S. N. Hopper, | " |
| C. M. Linn, | " |
| R. L. Munce, | " |
| H. P. Mollenauer, | Eighty-six, Pa. |
| R. B. Blainey, | Washington, Pa. |
| J. C. C. Pease, | " |
| S. Otto Black, | " |
| Willis Martin, | " |
| R. G. Lutton, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $4,513 59 |
| Gross receipts from entire system, | 4,513 59 |
| Total receipts from all sources, | 4,513 59 |

### Expenses.

| | |
|---|---|
| Operation of system, | $2,518 80 |
| Taxes, State, | 7 29 |
| Miscellaneous, | 410 83 |
| Total, | $2,936 92 |

### Summary.

| | |
|---|---|
| Gross revenue, | $4,513 59 |
| Net revenue, | 2,936 92 |
| Balance, | 1,576 67 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 283 |
| Length of line in entire system (miles), | 85 |
| Length of line of wire in entire system (miles), | 420 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $14,806 18 | Capital stock, ..... | $13,000 88 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, ..... | 285 42 | Accounts payable, ..... | 1,073 90 |
| Open accounts, ..... | 559 85 | Profit and loss, ..... | 1,576 67 |
| Total, ..... | $15,651 45 | Total, ..... | $15,651 45 |

# FARMERS UNION TELEPHONE COMPANY.

Date of charter: March 31, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Emanuel Keith, President, ..... | Grip, Pa. |
| A. G. Glen, Vice President, ..... | Grisemore, Pa. |
| Richard Williams, Secretary, ..... | " |
| John J. Williams, Treasurer, ..... | Martintown, Pa. |
| A. G. Glen, General Superintendent, ..... | Grisemore, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. R. Lute, ..... | Grip, Pa. |
| J. H. Lute, ..... | " |
| W. H. Pershing, ..... | " |
| Jeremiah Keith, ..... | " |
| Emanuel Keith, ..... | " |
| J. Frank Long, ..... | " |
| W. M. Williams, ..... | Martintown, Pa. |
| F. A. Martin, ..... | " |
| John J. Williams, ..... | " |
| B. R. Williams, ..... | Grisemore, Pa. |
| A. G. Glen, ..... | " |
| Richard Williams, ..... | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, ..... | $42 90 |
| Gross receipts from toll lines, ..... | 49 20 |
| Gross receipts from entire system, ..... | $92 10 |
| Gross receipts from all other sources, ..... | 50 00 |
| Total receipts from all sources, ..... | $142 10 |

**Expenses.**

| | |
|---|---|
| Operation of system, | $26 00 |
| Maintenance, | 11 22 |
| Interest, | 3 77 |
| Miscellaneous, unfunded debt paid, | 82 00 |

**Summary.**

| | |
|---|---|
| Gross revenue, | $142 10 |
| Gross expenses, | 122 99 |
| Net revenue, | 19 11 |
| Balance, | 51 11 |
| Value of real estate June 30, 1904, | $660 00 |
| Real estate acquired during the year, | 26 50 |
| Total value of real estate June 30, 1905, | $686 50 |
| Number of telephone exchanges in entire system, | 3 |
| Number of telephone instruments in use in entire system, | 34 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $26 00 |
| Length of line in entire system (miles), | 23 |
| Length of line of wire in entire system (miles), | 23 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $582 00 | Capital stock, | $500 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 19 11 | Accounts payable, | 50 00 |
| | | Profit and loss, | 51 11 |
| Total, | $601 11 | Total, | $601 11 |

# FEDERAL TELEPHONE COMPANY.

Date of charter: September 21, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, Vice President, | " " |
| Fred De Land, Secretary, Treasurer and General Manager. | " " |
| George A. Geddes, General Superintendent, | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, | " " |
| H. C. McEldowney, | " " |
| J. H. Moore, | " " |
| J. S. Carr, | " " |

REVENUE AND EXPENSES.

Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $36,561 47 |
| Gross receipts from toll lines, | | 5,153 87 |
| Gross receipts from entire system, | | $41,715 34 |
| Gross receipts from all other sources, | | 8,492 61 |
| Total receipts from all sources, | | $50,207 95 |

Expenses.

| | | |
|---|---|---|
| General management, | | $20,198 75 |
| Operation of system, | | 25,250 31 |
| Maintenance, | | 44,321 70 |
| Taxes: | | |
| State, | $392 05 | |
| Local, including tax on poles, | 4,891 81 | |
| | | 5,283 86 |
| Total, | | $95,054 62 |

Summary.

| | |
|---|---|
| Gross revenue, | $50,207 95 |
| Gross expenses, | 95,054 62 |
| Deficit, | 44,846 67 |
| Unfunded debt, | 45,000 00 |
| Profit and loss, | 99,846 67 |
| Number of telephone exchanges in entire system, | 15 |
| Number of telephone instruments in use in entire system, | 1,803 |
| Annual charges for rental of telephones, | $18 00 to 24 00 |
| Number of employes in entire system, | 80 |
| Total amount of compensation paid to employes, | $44,415 84 |
| Length of line in entire system (miles), | Unknown. |
| Length of line of wire in entire system (miles), | Unknown. |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $582,110 16 | Capital stock, | $600,000 00 |
| Current assets as follows, viz: | | Funded debt, | 93,910 00 |
| Cash on hand | 12,751 53 | Current liabilities as follows, viz: | |
| Bills receivable, | 11,308 80 | Accounts payable, | 80 40 |
| Profit and loss, | 99,846 67 | Sundries, | 5,826 22 |
| | | Unearned rentals, | 250 54 |
| Total, | $706,017 16 | Total, | $706,017 16 |

# FOREST TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: November 3, 1897.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. D. Neill, President, | Marienville, Pa. |
| J. H. Russell, Vice President, | " |
| J. B. Cottle Secretary, | " |
| D. B. Shields, Treasurer, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| A. D. Neill, | Marienville, Pa. |
| J. H. Russell, | " |
| D. Mintz, | " |
| C. W. Amsler, | Clarion, Pa. |
| C. A. Randall, | Tionesta, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $2,005 00 |
| Gross receipts from toll lines, | 560 65 |
| Total receipts from all sources, | $2,565 65 |

Expenses.

| | |
|---|---|
| Operation of system, | $1,054 00 |
| Maintenance, | 436 90 |
| Taxes, | 19 72 |
| Miscellaneous, | 242 74 |
| Total, | $1,753 36 |

Summary.

| | |
|---|---|
| Gross revenue, | $2,565 65 |
| Net revenue, | 812 29 |
| Gross expenses, | 1,753 36 |
| Dividends paid, | 500 00 |
| Balance, | 312 29 |
| Surplus fund June 30, 1905, | 634 07 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $8,358 95 | Capital stock, | $5,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 634 07 | Due lessee company for "additions and betterments," | 3,358 95 |
| | | Cash on hand, | 634 07 |
| Total, | $8,993 02 | Total, | $8,993 02 |

# FREEPORT TELEGRAPH AND TELEPHONE COMPANY.

Date of charter: October 27, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. L. Strouse, President, | Freeport, Pa. |
| H. S. Smith, Vice President, | " |
| G. B. Findley, Secretary and Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| R. B. McKee, | Freeport, Pa. |
| F. A. Seitz, | " |
| Beynard Way, | " |
| J. H. Holmes, | " |
| G. M. Hill, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $1,577 37 |
| Gross receipts from entire system, | 1,577 37 |
| Total receipts from all sources, | 1,577 37 |

### Expenses.

| | | |
|---|---|---|
| General management, construction, | | $531 24 |
| Operation of system, salary and rent, | | 524 00 |
| Maintenance, repairs, | | 210 51 |
| Taxes: | | |
| State, | $17 78 | |
| Local, including tax on poles, | 91 00 | |
| | | 108 78 |
| Interest, | | 36 00 |
| Miscellaneous, | | 76 80 |
| Total, | | $1,497 33 |

### Summary.

| | |
|---|---|
| Gross revenue, | $1,577 37 |
| Gross expenses, | 1,497 33 |
| Net revenue, | 80 04 |
| Surplus fund June 30, 1905, | 2,284 25 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 116 |
| Annual charges for rental of telephones, | None. |
| Number of employes in entire system, | 3 |
| Length of line in entire system (miles), | 10 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $5,049 27 | Capital stock, | $2,350 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 107 40 | Accounts payable, | 600 00 |
| Bills receivable, | 77 58 | Profit and loss, | 2,284 25 |
| Total, | $5,234 25 | Total, | $5,234 25 |

# GARRETT COUNTY TELEPHONE COMPANY.

Date of charter: February 21, 1900.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| W. A. Maffett, President, | Oakland, Md. |
| H. R. De Witt, Vice President, | Hoyes, Md. |
| James W. Beeghly, Secretary and Treasurer, | " |
| W. A. Maffett, General Manager, | Oakland, Md. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| William A. Maffett, | Oakland, Md. |
| S. P. Speacht, | Deer Park, Md. |
| D. S. Custer, | Friendsville, Md. |
| C. V. Guard, | " |
| M. Mattingly, | Hoyes, Md. |
| James M. Durst, | New Germany, Md. |
| C. C. Frankhouser, | Brandonville, W. Va. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $2,643 03 |
| Total receipts from all sources, | $2,643 03 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $175 00 |
| Taxes: | | |
| State, | $21 40 | |
| Local, including tax on poles, | 51 00 | |
| | | 72 40 |
| Interest, | | 270 00 |
| Total, | | $517 40 |

### Summary.

| | |
|---|---|
| Gross revenue, | $2,643 03 |
| Gross expenses, | 2,552 23 |
| Net revenue, | 90 80 |
| Balance, | 90 80 |
| Surplus fund June 30, 1905, | 1,000 00 |
| Number of telephone exchanges in entire system, | 17 |
| Number of telephone intruments in use in entire system, | 950 |
| Annual charges for rental of telephones, | $4 00 to 12 00 |
| Total amount of compensation paid to employes, | 1,500 00 |
| Length of line in entire system (miles), | 224 |
| Length of line of wire in entire system (miles), | 313½ |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $18,800 00 | Capital stock, | $14,300 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 90 80 | Dividends unpaid, | 1,090 80 |
| Open accounts, | 1,000 00 | Accounts payable, | 4,500 00 |
| Total, | $19,890 80 | Total, | $19,890 80 |

# GAYLY LOCAL TELEPHONE COMPANY.

Date of charter: October 3, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. W. Riddle, President, | Carnegie, R. F. D. No. 4, Pa. |
| J. Y. Ewing, Vice President, | " " |
| W. A. McCormick, Secretary, | " " |
| I. A. McKenzie, Treasurer, | " " |
| Fred Shelleto, General Manager, | " " |
| J. Y. Ewing, General Superintendent, | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| C. A. Scott, | Coraopolis, R. F. D. No 2, Pa. |
| W. H. Scott, | Carnegie, R. F. D. No. 4, Pa. |
| J. H. Bell, | " " |
| J. W. Riddle, | " " |
| Fred Shelleto, | " " |
| J. Y. Ewing, | " " |
| J. A. McKenzie, | " " |
| W. A. McCormick, | " " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $690 00 |
| Gross receipts from toll lines, | 122 65 |
| Gross receipts from entire system, | $812 65 |
| Total receipts from all sources, | $812 65 |

Expenses.

| | |
|---|---|
| Operation of system, | $60 00 |
| Total, | $60 00 |

Summary.

| | |
|---|---|
| Gross revenue, | $812 65 |
| Gross expenses, | 60 00 |
| Net revenue, | 752 65 |
| Surplus fund June 30, 1905, | 752 65 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 75 |
| Annual charges for rental of telephones, | $12 00 to 18 00 |
| Number of employes in entire system, | 9 |
| Total amount of compensation paid to employes, | $234 60 |
| Length of line in entire system (miles), | 40 |
| Length of line of wire in entire system (miles), | 40 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,872 87 | Capital stock, | $1,200 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 101 05 | Loans, | 437 50 |
| Material and supplies on hand, | 69 20 | Received as contributions, | 652 97 |
| | | Profit and loss, | 752 65 |
| Total, | $3,043 12 | Total, | $3,043 12 |

# HOLLENBACK TELEPHONE COMPANY.

Date of charter: December 6, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. W. Bittenbender, President, | Wapwallopen, Pa. |
| A. W. Heller, Vice President, | " |
| C. M. Harter, Secretary, | " |
| J. A. Karchner, Treasurer, | " |
| C. M. Harter, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Jacob Good, | Wapwallopen, Pa. |
| J. A. Stein, | " |
| A. W. Heller, | " |
| J. A. Karchner, | " |
| M. W. Bittenbender, | " |
| C. M. Harter, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $314 50 |
| Gross receipts from toll lines, | 26 50 |
| Gross receipts from entire system, | $341 00 |

### Expenses.

| | |
|---|---|
| General management, | $30 00 |
| Operation of system, | 47 00 |
| Maintenance, | 30 00 |
| Total, | $107 00 |

### Summary.

| | |
|---|---|
| Gross revenue, | $341 00 |
| Gross expenses, | 107 00 |
| Net revenue, | 234 00 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 70 |
| Number of employes in entire system, | 4 |
| Length of lines in entire system (miles), | 28 |
| Length of line of wire in entire system (miles), | 40 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,433 44 | Capital stock, | $3,500 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 126 36 | Accounts payable, | 178 95 |
| Bills receivable, | 19 25 | Sundries, | 38 20 |
| Material and supplies on hand, | 123 10 | Profit and loss, | 234 00 |
| Profit and loss, | 234 00 | | |
| Total, | $3,951 15 | Total, | $3,951 15 |

# HONESDALE TELEPHONE COMPANY.

Date of charter: May 21, 1904.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| W. G. Harding, President, | Scranton, Pa. |
| A. E. Moat, Secretary, | " |
| Charles West, Treasurer, | Allentown, Pa. |
| R. Dusinberre, General Superintendent, | Honesdale, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. G. Harding, | Scranton, Pa. |
| A. E. Moat, | " |
| Charles West, | Allentown, Pa. |
| John Kuhbach, | Honesdale, Pa. |
| E. M. Prisk, | Allentown, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $4,072 09 |
| Gross receipts from toll lines, | 610 00 |
| Gross receipts from entire system, | $4,682 09 |
| Total receipts from all sources, | $4,682 09 |

### Expenses.

| | |
|---|---|
| Maintenance, | $2,921 32 |
| Interest, | 1,400 00 |
| Total, | $4,321 32 |

### Summary.

| | |
|---|---|
| Gross revenue, | $4,682 09 |
| Gross expenses, | 4,321 32 |
| Net revenue, | 360 77 |
| Balance, | 360 77 |
| Surplus fund June 30, 1905, | 588 37 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 271 |
| Annual charges for rental of telephones, | None. |
| Number of employes in entire system, | 5 |
| Total amount of compensation paid to employes, | 1,812 00 |
| Length of line in entire system (miles), | 71 |
| Length of line of wire in entire system (miles), | 324 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $76,435 26 | Capital stock, | $40,000 00 |
| Current assets as follows, viz: | | Funded debt, | 37,121 51 |
| Cash on hand | 302 37 | Current liabilities as follows, viz: | |
| Open accounts, | 471 81 | Interest on funded debt due and accrued, | 350 00 |
| Material and supplies on hand, | 457 55 | Profit and loss, | 588 37 |
| Sundries, | 392 89 | | |
| Total, | $78,059 88 | Total, | $78,059 88 |

# HOPEWELL INDEPENDENT TELEPHONE COMPANY.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| G. M. McConnell, President, | New Sheffield, Pa. |
| Jos. Litch, Vice President, | " |
| C. P. Morrow, Secretary, | " |
| John Morrow, Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Alexander Morrow, | New Sheffield, Pa. |
| G. M. McConnell, | " |
| Joseph Leitch, | " |
| A. P. Morrow, | " |
| John Morrow, | " |
| J. L. Cook, | " |
| James Gilmore, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $240 00 |
| Gross receipts from toll lines, | 52 75 |
| Total receipts from all sources, | $292 75 |

### Expenses.

| | |
|---|---|
| Operation of system, | $10 00 |

### Summary.

| | |
|---|---|
| Gross revenue, | $292 00 |
| Gross expenses, | 191 26 |
| Net revenue, | 100 74 |
| Surplus fund June 30, 1905, | 100 74 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 28 |
| Annual charges for rental of telephones, | $10 00 |
| Number of employes in entire system, | 2 |
| Length of line in entire system (miles), | 15 |
| Length of line of wire in entire system (miles), | 15 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $883 91 | Capital stock, | $900 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 100 74 | Accounts payable, | 93 00 |
| Sundries, | 301 10 | Sundries, | 192 01 |
| | | Profit and loss, | 100 74 |
| Total, | $1,285 75 | Total, | $1,285 75 |

# HUNTINGDON AND CLEARFIELD TELEPHONE COMPANY.

Date of charter: November 19, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Ellis L. Orvis, President, | Bellefonte, Pa. |
| A. W. Lee, Vice President, | Clearfield, Pa. |
| G. H. Lichtenthaler, Secretary and Treasurer, | Philipsburg, Pa. |
| W. L. Malin, General Superintendent, | Clearfield, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Ellis L. Orvis, | Bellefonte, Pa. |
| A. W. Lee, | Clearfield, Pa. |
| James Kerr, | " |
| T. J. Lee, | Philipsburg, Pa. |
| W. D. Barnard, | Philadelphia, Pa. |
| J. H. Allport, | Barnesboro, Pa. |
| A. O. Smith, | Clearfield, Pa. |
| Rembrandt Peale, | New York, N. Y. |
| Frank G. Harris, | Clearfield, Pa. |
| G. H. Lichtenthaler, | Philipsburg, Pa. |
| W. H. Denlinger, | Patton, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $32,515 47 |
| Gross receipts from toll lines, | 6,301 98 |
| Gross receipts from entire system, | $38,817 45 |
| Gross receipts from all other sources, | 394 23 |
| Total receipts from all sources, | $39,211 68 |

**Expenses.**

| | |
|---|---|
| General management, | $3,958 39 |
| Operation of system, | 14,169 81 |
| Maintenance, | 3,219 15 |
| Interest, | 14,906 77 |
| Total, | $36,254 12 |

**Summary.**

| | |
|---|---|
| Gross revenue, | $39,211 68 |
| Gross expenses, | 36,254 12 |
| Net revenue, | 2,957 56 |
| Surplus fund June 30, 1905, | 2,957 56 |
| Number of telephone exchanges in entire system, | 9 |
| Number of telephone instruments in use in entire system, | 1,752 |
| Annual charges for rental of telephones, average, | $21 95 |
| Number of employes in entire system, | 53 |
| Total amount of compensation paid to employes, | $20,196 48 |
| Length of line in entire system (miles), | 229 |
| Length of line of wire in entire system (miles), | 3,449 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $690,148 54 | Capital stock, | $391,050 00 |
| Current assets as follows, viz: | | Funded debt, | 369,500 00 |
| Cash on hand, | 3,562 56 | Current liabilities as follows, viz: | |
| Due by agents, | 2,423 29 | Accounts payable, | 1,229 84 |
| Open accounts, | 3,798 96 | Profit and loss, | 2,957 56 |
| Material and supplies on hand, | 4,981 50 | | |
| Sundries | 3,109 88 | | |
| Loan to Indiana Tel. Co., | 21,910 22 | | |
| Loan to Cambria County Tel. and Tel. Co., | 34,802 45 | | |
| Total, | $764,737 40 | Total, | $764,737 40 |

# INDIANA TELEPHONE COMPANY.

Date of charter: March 18, 1889.

OFFICERS.

| Name. | Official Address. |
|---|---|
| E. L. Orvis, President, | Bellefonte, Pa. |
| A. W. Lee, Vice President, | Clearfield, Pa. |
| W. H. Denlinger, Secretary, | Patton, Pa. |
| G. H. Lichtenthaler, Treasurer, | Philipsburg, Pa. |
| W. L. Malin, General Superintendent, | Clearfield, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. L. Orvis, | Bellefonte, Pa. |
| A. O. Smith, | Clearfield, Pa. |
| A. W. Lee, | " |
| W. H. Denlinger, | Patton, Pa. |
| W. D. Barnard, | Philadelphia, Pa. |

REVENUE AND EXPENSES.

Summary.

| | |
|---|---|
| Number of telephone exchanges in entire system, | 3 |
| Number of telephone instruments in entire system, | 778 |
| Annual charges for rental of telephones, | $12 18 & 24 |
| Number of employes in entire system, | 13 |
| Total amount of compensation paid to employes, | $4,260 00 |
| Length of line in entire system (miles), | 227 |
| Length of line of wire in entire system (miles), | 615 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | 62,435 95 | Capital stock, | $34,850 00 |
| Huntingdon and Clearfield Tel. Co., account stock transferred to this company as security for cash advances, | 34,850 00 | Funded debt, | 40,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Open accounts, | 2,395 72 | Accounts payable, | 22,435 95 |
| | | Sundries, | 2,395 72 |
| Total, | $99,681 67 | Total, | $99,681 67 |

# JACKSON TELEPHONE COMPANY.

Date of charter: June 2, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Rudolph Crist, President, | Steam Valley. |
| W. F. Brion, Secretary, | Buttonwood. |
| H. D. Weaver, Treasurer, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Lorance Witstifer, | Liberty. |
| Edward Weaver, | Buttonwood. |
| W. H. Crist, | " |
| Daniel Reed, | Steam Valley. |
| Frank Alexander, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $103 07 |
| Gross receipts from all other sources, | 25 00 |
| Total receipts from all sources, | $128 07 |

Expenses.

| | |
|---|---|
| General management, | $25 00 |
| Operation of system, | 48 00 |
| Maintenance, | 75 51 |
| Miscellaneous, | 74 00 |
| Total, | $222 51 |

Summary.

| | |
|---|---|
| Gross revenue, | $128 07 |
| Gross expenses, | 222 51 |
| Balance or debt, | $94 44 |
| Number of telephone exchanges in entire system, | 1 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $48 00 |
| Length of line in entire system, (miles), | 27½ |
| Length of line of wire in entire system (miles), | 55 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $1,260 00 | Capital stock, | $1,260 00 |
| Current assets as follows, viz: | | Gross expenses, | 222 51 |
| Bills receivable, | 128 07 | | |
| Profit and loss, | 94 44 | | |
| Total, | $1,482 51 | Total, | $1,482 51 |

# JOHNSTOWN TELEPHONE COMPANY.

Date of charter: March 19, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Chas. Griffith, President | Johnstown, Pa. |
| E. D. Schade, Secretary, | " |
| P. F. McAnemy, Treasurer, | " |
| E. D. Schade, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Chas. Griffith, | Johnstown, Pa. |
| P. F. McAnemy, | " |
| Chas. J. Mayer, | " |
| H. H. Weaver, | " |
| P. S. Fisher, | " |
| Jno. Emmerling, | " |
| Dr. J. B. Lowman, | " |
| Wm. H. Smith, | " |
| James P. Thomas, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $52,357 71 |
| Gross receipts from toll lines, | | 7,067 39 |
| Gross receipts from entire system, | | $59,425 10 |
| Gross receipts from all other sources, | | 1,722 00 |
| Total receipts from all sources, | | $61,147 10 |

### Expenses.

| | | |
|---|---|---|
| Operation of system, | | $10,677 13 |
| Maintenance, | | 4,807 27 |
| Taxes: | | |
| State, | $2,350 10 | |
| Local, including tax on poles, | 735 55 | |
| | | 3,085 65 |
| Interest, | | 9,485 43 |
| Miscellaneous, | | 2,223 83 |
| Total, | | $30,279 31 |

### Summary.

| | |
|---|---|
| Gross revenue, | $61,147 10 |
| Gross expenses, | 30,279 31 |
| Net revenue, | 30,867 76 |
| Dividends paid, cash, | 20,000 00 |
| Balance, | 10,867 76 |
| Surplus fund June 30, 1905, | 39,181 82 |
| Value of real estate June 30, 1904, | $15,000 00 |
| Total value of real estate June 30, 1905, | 15,000 00 |
| Number of telephone exchanges in entire system, | 6 |
| Number of telephone instruments in use in entire system, | 2,403 |
| Annual charges for rental of telephones, | $18 24 & 30 |
| Number of employes in entire system, | 45 |
| Total amount of compensation paid to employes, | $15,177 13 |
| Length of line in entire system (miles), | 55 |
| Length of line of wire in entire system (miles), | 1,400 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $443,243 04 | Capital stock, | $216,979 00 |
| Current assets as follows, viz: | | Funded debt, | 200,000 00 |
| Cash on hand, | 6,495 09 | Profit and loss, | 39,181 82 |
| Open accoutns, | 5,420 93 | | |
| Office F. & F., | 1,001 76 | | |
| Total, | $456,160 82 | Total, | $456,160 82 |

# JUNIATA AND SHAVERS CREEK TELEPHONE COMPANY.

Date of charter: July 1, 1897.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| J. T. Henry, President, | Cottage, Pa. |
| S. L. Stryker, Secretary, | Petersburg, Pa. |
| R. A. Crownover, Treasurer, | Manor Hill, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. T. Henry, | Cottage, Pa. |
| S. L. Stryker, | Petersburg, Pa. |
| R. A. Crownover, | Manor Hill, Pa. |
| Mrs. O. M. Whipple, | McAlevy's Fort, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $371 20 |
| Total receipts from all sources, | $371 20 |

### Expenses.

| | |
|---|---|
| Operation of system, | $70 25 |
| Maintenance, | 46 78 |
| Taxes, State, | 3 11 |
| Total, | $120 14 |

### Summary.

| | |
|---|---|
| Gross revenue, | $371 20 |
| Gross expenses, | 120 14 |
| Net revenue, | 251 06 |
| Dividends paid, cash, 6 per cent., | 92 40 |
| Balance, | 158 66 |
| Surplus fund June 30, 1905, | 350 76 |
| Number of telephone instruments in use in entire system, | 10 |
| Annual charges for rental of telephones, | $24 00 |
| Length of line in entire system (miles), | 23 |
| Length of line of wire in entire system (miles), | 46 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $1,540 00 | Capital stock, ..... | $2,000 00 |
| Current assets as follows, viz: | | Sinking fund, ..... | 90 98 |
| Cash on hand, ..... | 350 76 | Profit and loss, ..... | 350 76 |
| Sinking fund, ..... | 90 98 | | |
| Capital stock not sold, ..... | 460 00 | | |
| Total, ..... | $2,441 74 | Total, ..... | $2,441 74 |

# KEYSTONE TELEPHONE COMPANY OF PHILADELPHIA.

Date of charter: November 12, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Jacob E. Ridgway, President, ..... | 135 S. 2d St., Phila. |
| James Collins Jones, Vice President, ..... | " |
| William H. Clark, Secretary and Treasurer, ..... | " |
| Chas. E. Wilson, General Manager and General Superintendent, .... | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| John M. Mack, ..... | 135 S. 2d St., Phila. |
| Jacob E. Ridgway, ..... | " |
| James Collins Jones, ..... | " |
| Michael Murphy, ..... | " |
| William H. Clark, ..... | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, ..... | $674,504 75 |
| Gross receipts from toll lines, ..... | 11,577 27 |
| Gross receipts from entire system, ..... | $686,082 02 |
| Gross receipts from all other sources, ..... | 43,382 66 |
| Total receipts from all sources, ..... | $729,464 68 |

Expenses.

| | | |
|---|---|---|
| General management, | | $23,563 96 |
| Operation of system, | | 156,910 07 |
| Maintenance, | | 100,044 41 |
| Taxes: | | |
| State, | $12,671 74 | |
| Local, including tax on poles, | 17,683 26 | |
| | | 30,355 00 |
| Interest, | | 264,039 53 |
| Miscellaneous, | | 90,461 39 |
| Total, | | $665,374 36 |

Summary.

| | |
|---|---|
| Gross revenue, | $729,464 68 |
| Gross expenses, | 665,374 36 |
| Net revenue, | 64,090 32 |
| Surplus fund June 30, 1905, | 64,090 32 |
| Value of real estate June 30, 1904, | $443,704 60 |
| Real estate acquired during the year, | 1,461 92 |
| Total value of real estate June 30, 1905, | $445,166 52 |
| Number of telephone exchanges in entire system, | 6 |
| Number of telephone instruments in use in entire system, | 16,953 |
| Annual charges for rental of telephones, | $36 to 80 |
| Number of employes in entire system, | 621 |
| Total amount of compensation paid to employes, | $317,843 42 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $8,067,413 35 | Capital stock, | $250,000 00 |
| Current assets as follows, viz: | | Funded debt, | 250,000 00 |
| Cash on hand, | 10,203 45 | Current liabilities as follows, viz: | |
| Bills receivable, | 114 52 | Interest on funded debt due and accrued, | 119,847 73 |
| Open accounts, | 273,530 67 | Loans, | 609,913 20 |
| Material and supplies on hand, | 89,513 90 | Accounts payable, | 97,977 81 |
| Prepaid assets, | 17,566 36 | Real estate mortgage, | 210,000 00 |
| | | Reserve, doubtful accounts, | 8,704 86 |
| | | Reserve, taxes, | 24,583 33 |
| | | Reserve, renewal, etc., | 90,461 39 |
| | | Notes payable, | 2,233,063 61 |
| | | Profit and loss, | 64,090 32 |
| Total, | $8,458,642 25 | Total, | $8,458,642 25 |

# KEYSTONE STATE TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: February 14, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Chas. E. Wilson, President, | 135 S. 2d St., Phila. |
| William W. Wharton, Secretary and Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Chas. E. Wilson, | 135 S. 2d St., Phila. |
| William H. Clark, | " |
| George Kessler, | " |
| Edward Foerderer, | " |
| Norman Grey, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $8,114 22 |
| Gross receipts from toll lines, | 28,764 00 |
| Gross receipts from entire system, | $36,878 22 |
| Total receipts from all sources, | $36,878 22 |

### Expenses.

| | |
|---|---|
| General management, | $11,316 73 |
| Operation of system, | 11,925 87 |
| Maintenance, | 2,639 07 |
| Taxes, | 925 00 |
| Interest, | 4,523 56 |
| Miscellaneous, reserves, etc., | 11,232 51 |
| Total, | $42,562 74 |

### Summary.

| | |
|---|---|
| Gross revenue, | $36,878 22 |
| Gross expenses, | 42,562 74 |
| Net deficit, | 5,684 52 |
| Number of telephone exchanges in entire system, | 5 |
| Number of telephone instruments in entire system, | 657 |
| Annual charges for rental of telephones, | $12 00 to $36 00 |
| Number of employes in entire system, | 32 |
| Total amount of compensation paid to employes, | $27,913 22 |
| Length of line in entire system (miles), | 109 |
| Length of line of wire in entire system (miles), | 3,355 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $735,741 97 | Capital stock, | $500,000 00 |
| Stock and bonds of other companies, | 35,700 00 | Current liabilities as follows, viz: | |
| Current assets as follows, viz: | | Loans, | 140,000 00 |
| Open accounts, | 9,910 04 | Accounts payable, | 148,418 79 |
| Sundries, | 4,254 26 | Renewal reserve account, | 2,872 00 |
| Profit and loss, | 5,684 52 | | |
| Total, | $791,290 79 | Total, | $791,290 79 |

# KISKIMINETAS VALLEY TELEPHONE COMPANY.

Operated by Federal Telephone Company, Pittsburg, Pa.

Date of charter: November 23, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, Vice President, | " " |
| Fred De Land, Secretary, Treasurer and General Manager. | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, | " " |
| H. C. McEldowney, | " " |
| J. H. Moore, | " " |
| J. S. Carr, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Current assets as follows, viz: | | | |
| Cash on hand, | $324 00 | Capital stock, | $324 00 |
| Total, | $324 00 | Total, | $324 00 |

# KITTANNING TELEPHONE COMPANY.

Date of charter: August 31, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John G. Ayres, President, | Kittanning, Pa. |
| C. J. Jessop, Vice President, | " |
| K. B. Schotte, Secretary, Treasurer and General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. G. Ayres, | Kittanning, Pa. |
| S. H. Ayres, | " |
| K. B. Schotte, | " |
| F. C. Monks, | " |
| C. J. Jessop, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $9,842 32 |
| Gross receipts from toll lines, | 1,049 43 |
| Gross receipts from entire system, | $10,891 75 |
| Gross receipts from all other sources, | 103 70 |
| Total receipts from all sources, | $10,995 45 |

### Expenses.

| | |
|---|---|
| General management, | $450 00 |
| Operation of system, | 5,486 20 |
| Maintenance, | 387 34 |
| Taxes, state, | 246 22 |
| Interest, | 241 92 |
| Miscellaneous, | 320 77 |
| Total, | $7,132 45 |

### Summary.

| | | |
|---|---|---|
| Gross revenue, | | $10,995 45 |
| Gross expenses, | | 7,132 45 |
| Net revenue, | | 3,863 00 |
| Dividends paid: | | |
| Stock, | $6,000 00 | |
| Cash, | 1,540 00 | |
| | | 7,540 00 |
| Surplus fund June 30, 1905, | | 3,185 12 |
| Number of telephone exchanges in entire system, | | 2 |
| Number of telephone instruments in use in entire system, | | 671 |
| Annual charges for rental of telephones, | | $6 00 to 60 00 |
| Number of employes in entire system, | | 14 |
| Length of line in entire system (miles), | | 40 |
| Length of line of wire in entire system (miles), | | 250 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $43,529 72 | Capital stock | $48,325 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 4,786 13 | Accounts payable, sundries, | 3,512 93 |
| Bills receivable, | 4,250 00 | Profit and loss, | 3,185 12 |
| Open accounts, | 2,457 20 | | |
| Total, | $55,023 05 | Total, | $55,023 05 |

# LAKE AND LEHMAN TELEPHONE COMPANY.

Date of charter: May 27, 1904.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| C. E. Bronson, President, | R. F. D. No. 1, Alderson, Pa. |
| F. W. Wilkins, Vice President, | R. F. D. No. 2, Dallas, Pa. |
| Wm. Armstrong, Secretary, | R. F. D. No. 1, Alderson, Pa. |
| M. L. Ruggles, Treasurer, | Pikes Creek, Pa. |
| E. L. Wilkinson, General Manager, | Lehman, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| C. E. Bronson, | Alderson, Pa., R. F. D. No. 1. |
| Wm. Armstrong, | " " |
| E. M. Allen, | " " |
| A. A. Snyder, | Shawnese, Pa. |
| A. E. Lewis, | Sweet Valley, Pa. |
| M. L. Ruggles, | Pikes Creek, Pa. |
| W. R. Melley, | Lehman, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $303 13 |
| Gross receipts from toll lines, | 120 99 |
| Gross receipts from entire system, | $424 12 |
| Total receipts from all sources, | $424 12 |

### Expenses.

| | |
|---|---|
| Total, | $221 25 |

### Summary.

| | |
|---|---|
| Gross revenue, | $424 12 |
| Gross expenses, | 221 25 |
| Net revenue, | 202 87 |
| Balance, | 202 87 |
| Surplus fund June 30, 1905, | 202 87 |
| Number of telephone instruments in use in entire system, | 50 |
| Annual charges for rental of telephones, | $12 00 |
| Length of line in entire system (miles), | 20 |
| Length of line of wire in entire system (miles), | 40 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $2,350 00 | Capital stock, ..... | $2,350 00 |
| Current assets as follows, viz: | | Cash in treasury, ..... | 202 87 |
| Cash on hand, ..... | 202 87 | | |
| Total, ..... | $2,552 87 | Total, ..... | $2,552 87 |

# LATROBE TELEPHONE EXCHANGE COMPANY.

Operated by Federal Telephone Company.

Date of charter: July 29, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, ..... | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, Vice President, ..... | " " |
| Fred De Land, Secretary, Treasurer and General Manager. | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, ..... | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, ..... | " " |
| H. C. McEldowney, ..... | " " |
| J. H. Moore, ..... | " " |
| J. S. Carr, ..... | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Current assets as follows, viz: | | Capital stock, ..... | $6,400 00 |
| Cash on hand, ..... | $6,400 00 | | |
| Total, ..... | $6,400 00 | Total, ..... | $6,400 00 |

# LEHIGH TELEGRAPH COMPANY.

Date of charter: April 18, 1878.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, President, | 253 Broadway, N. Y. |
| W. H. Baker, Vice President, | " |
| J. O. Stevens, Secretary, | " |
| E. C. Platt, Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, | 253 Broadway, N. Y. City. |
| W. H. Baker, | " |
| J. O. Stevens, | " |
| G. G. Ward, | " |
| E. C. Platt, | " |
| C. C. Adams, | Philadelphia, Pa. |
| Kehl Markley, | Macungie, Pa. |
| E. C. Bradley, | 253 Broadway, N. Y. City. |
| Geo. G. Glenn, | Philadelphia, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Total receipts from all sources, | $3,647 10 |

### Expenses.

| | |
|---|---|
| Total, | $3,384 40 |
| Number of offices in entire system, | 6 |
| Number of telegraph instruments in use, | 5 |
| Number of employes in entire system, | 17 |
| Length of line in entire system (miles), | 126 |
| Length of line of wire (miles), | 252 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $7,700 00 | Capital stock, | $38,500 00 |
| Profit and loss, | 30,800 00 | | |
| Total, | $38,500 00 | Total, | $38,500 00 |

# LIBERTY AND JACKSON TELEPHONE COMPANY.

Date of charter: November 5 ,1903.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Levi Hartsock, President, | Liberty, Pa. |
| C. A. Wheeland, Secretary, | " |
| Ellis Beck, Treasurer, | " |

## DIRECTORS

| Name. | Official Address. |
|---|---|
| C. U. Maneral, | Liberty, Pa. |
| Aaron Ritter, | " |
| Henry Fouer, | " |
| Warren Kratzer, | " |
| William Roupp, | East Point, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from all sources, | $228 50 |
| Total receipts from all sources, | $228 50 |

### Expenses.

| | |
|---|---|
| Total, | $159 56 |

### Summary.

| | |
|---|---|
| Gross revenue, | $228 50 |
| Gross expenses, | 159 56 |
| Net revenue, | 68 94 |
| Balance, | 68 94 |
| Surplus fund June 30, 1905, | 209 06 |
| Number of telephone instruments in use in entire system, | 85 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $48 00 |
| Length of line in entire system (miles), | 35 |
| Length of line of wire in entire system (miles), | 35 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $1,490 94 | Capital stock, | $5,000 00 |
| Current assets as follows, viz: | | | |
| Cash on hand, | 209 06 | | |
| Capital stock unsold, | 3,300 00 | | |
| Total, | $5,000 00 | Total, | $5,000 00 |

# LIBERTY MUTUAL TELEPHONE COMPANY.

Date of charter: April 1, 1905.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| George Norman, President, | Sebring, Pa. |
| R. G. Heyler, Secretary, | " |
| O. B. Brion, Treasurer, | R. F. D. No. 2, Liberty, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Geo. M. McCracken, | Liberty, Pa. |
| William Heyler, | Sebring, Pa. |
| J. R. Childs, | Nauvoo, Pa. |
| Chas. E. Benter, | R. F. D. No. 2, Liberty, Pa. |
| William Norman, | R. F. D. No. 2, Liberty, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from toll lines, | $16 00 |
| Gross receipts from entire system, for rental, | 45 75 |
| Gross receipts from all other sources, | 720 00 |
| Total receipts from all sources, | $781 75 |

### Expenses.

| | |
|---|---|
| General management, | $7 50 |
| Operation of system, | 29 00 |
| Maintenance, | 650 33 |
| Total, | $686 83 |

### Summary.

| | |
|---|---|
| Gross revenue, | $781 75 |
| Gross expenses, | 686 83 |
| Net revenue, | 94 92 |
| Balance, | 94 92 |
| Surplus fund June 30, 1905, | 94 92 |
| Real estate acquired during the year, | $720 00 |
| Total value of real estate June 30, 1905, | 720 00 |
| Number of telephone instruments in use in entire system, | 47 |
| Annual charges for rental of telephones, | $4 00 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $29 00 |
| Length of line in entire system (miles), | 23 |
| Length of line of wire in entire system (miles), | 27 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $686 83 | Capital stock, ..... | $720 00 |
| Current assets as follows, viz: | | Profit and loss, ..... | 61 75 |
| Cash on hand, ..... | 94 92 | | |
| Total, ..... | $781 75 | Total, ..... | $781 75 |

# LIBERTY AND ROARING BRANCH TELEPHONE COMPANY.

Date of charter: June 2, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| S. A. Spencer, President, ..... | Roaring Branch, Pa. |
| Lawrence Riley, Secretary, ..... | Ogdensburg, Pa. |
| W. N. Seasholtz, Treasurer, ..... | Roaring Branch, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| S. A. Spencer, ..... | Roaring Branch, Pa. |
| Charles Schmellzle, ..... | " |
| T. F. Le Coursey, ..... | " |
| H. C. Spencer, ..... | Grove, Pa. |
| Richard Le Cowsey, ..... | Liberty, Pa. |
| Frank Sheffer, ..... | " |
| Lawrence Riley, ..... | Ogdensburg, Pa. |
| Matt Shanley, ..... | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from all sources, ..... | $95 00 |
| Total receipts from all sources, ..... | $95 00 |

Expenses.

| | |
|---|---|
| Taxes, State, ..... | $11 10 |

**Summary.**

| | |
|---|---|
| Gross revenue, | $95 00 |
| Gross expenses, | 179 10 |
| Deficiency made by assessments, | 84 10 |
| Value of real estate June 30, 1904, | $22 20 |
| Real estate acquired during the year, | 13 20 |
| Total value of real estate June 30, 1905, | $35 40 |
| Number of telephone exchanges in entire system, | 4 |
| Number of telephone instruments in use in entire system, | 176 |
| Total amount of compensation paid to employes, | $168 00 |
| Length of line in entire system (miles), | 51 |
| Length of line of wire in entire system (miles), | 51 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,540 00 | Capital stock, | $5,000 00 |
| Current assets as follows, viz: Material and supplies on hand, | 1,460 00 | | |
| Total, | $5,000 00 | Total, | $5,000 00 |

# LINESVILLE TELEGRAPH AND TELEPHONE COMPANY.

Date of charter: March 23, 1899.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. A. Martin, President, | Linesville, Pa. |
| L. O. McLane, Vice President, | " |
| A. J. Rushmore, Secretary, | " |
| W. H. Stockton, Treasurer, | " |
| A. J. Rushmore, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. A. Martin, | Linesville, Pa. |
| L. O. McLane, | " |
| F. E. Bunday, | " |
| A. B. Guffing, | " |
| Geo. Stratton, | " |
| H. C. Sturdevant, | " |
| W. H. Stockton, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $3,951 89 |
| Gross receipts from toll lines, | 100 00 |
| Total receipts from all sources, | $4,051 89 |

### Expenses.

| | |
|---|---|
| General management, | $420 00 |
| Operation of system, | 1,137 61 |
| Maintenance, | 758 79 |
| Taxes: | |
| State, | 85 98 |
| Interest, | 47 10 |
| Total, | $2,449 48 |

### Summary.

| | |
|---|---|
| Gross revenue, | $4,051 89 |
| Gross expenses, | 2,449 48 |
| Net revenue, | 1,602 41 |
| Dividends paid: | |
| Cash, | 540 00 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 340 |
| Number of employes in entire system, | 5 |
| Total amount of compensation paid to employes, | $1,351 40 |
| Length of line in entire system—miles, | 63 |
| Length of line of wire in entire system—miles, | 263 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $10,582 49 | Capital stock, | $6,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 38 83 | Dividends unpaid, | 4,443 26 |
| Open accounts, | 680 25 | Loans, | 950 00 |
| Material and supplies on hand, | 372 25 | Accounts payable, | 108 16 |
| Additions and betterments on leased lines, | 1,429 98 | Profit and loss, | 1,602 41 |
| Total, | $13,103 83 | Total, | $13,103 83 |

# LOYALSOCK TELEPHONE COMPANY.

Date of charter: June 24, 1903.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| R. H. Rothfuss, President, | Loyalsock, Pa. |
| J. C. Budd, Vice President, | " |
| R. H. Milnor, Secretary, | Warrensville, Pa. |
| F. A. Hayes, Treasurer, | Montoursville, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| R. H. Rothfuss, | Loyalsock, Pa. |
| J. C. Budd, | " |
| R. H. Milnor, | Warrensville, Pa. |
| F. A. Hayes, | Montoursville, Pa. |
| H. G. Casner, | Warrensville, Pa. |
| Watson A. Willson, | Loyalsock, Pa. |
| John Ball, | Montoursville, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from toll lines, | $206 30 |
| Total receipts from all sources, | $206 30 |

Expenses.

| | |
|---|---|
| Operation of system, | $19 88 |
| Taxes: | |
| State, | 4 05 |
| Total, | $23 93 |

Summary.

| | |
|---|---|
| Gross revenue, | $206 30 |
| Gross expenses, | 23 93 |
| Net revenue, | 182 37 |
| Dividends paid: | |
| Cash, | 114 00 |
| Balance, | 68 37 |
| Surplus fund June 30, 1905, | 154 08 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $1,960 81 | Capital stock, | $1,900 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 154 08 | Sundries, | 60 81 |
| | | Profit and loss, | 154 08 |
| Total, | $2,114 89 | Total, | $2,114 89 |

# LYKENS TELEGRAPH AND TELEPHONE COMPANY.

Date of charter: February 3, 1885.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. A. Brosius, President, | Sunbury, Pa. |
| W. D. Barnard, Vice President, | 112 North Broad street, Philadelphia, Pa. |
| M. H. Taggart, Secretary, | Sunbury, Pa. |
| S. R. Caldwell, Treasurer, | 112 North Broad street, Philadelphia, Pa. |
| F. D. Houck, General Superintendent, | 227 Walnut street, Harrisburg, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| C. M. Clement, | Sunbury, Pa. |
| W. A. Brosius, | " |
| M. H. Taggart, | " |
| S. R. Caldwell, | Philadelphia, Pa. |
| H. L. Lark, | Elizabethville, Pa. |
| H. H. Weaver, | " |
| S. L. Light, | Lebanon, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $3,514 92 |
| Gross receipts from toll lines, | 2,198 74 |
| Gross receipts from entire system, | $5,713 66 |
| Total receipts from all sources, | $5,713 66 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $120 75 |
| Operation of system, | | 3,062 14 |
| Maintenance, | | 1,189 18 |
| Taxes: | | |
| State, | $50 00 | |
| Local including tax on poles, | 346 92 | |
| | | 396 92 |
| Total, | | $4,768 99 |

### Summary.

| | |
|---|---|
| Gross revenue, | $5,713 66 |
| Gross expenses, | 4,768 99 |
| Net revenue, | 944 67 |
| Balance, | 944 67 |
| Surplus fund June 30, 1905, | 881 26 |
| Number of telephone exchanges in entire system, | 4 |
| Number of telephone instruments in use in entire system, | 212 |
| Annual charges for rental of telephones, | $20 89 |
| Number of employes in entire system, | 11 |
| Total amount of compensation paid to employes, | $2,619 96 |
| Length of line in entire system—miles, | 92 |
| Length of line of wire in entire system—miles, | 306 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $33,584 03 | Capital stock, | $10,000 00 |
| Furniture and fixtures, | 61 63 | Current liabilities as follows, viz: | |
| Current assets as follows, viz: | | Sundries, | 17 40 |
| Cash on hand, | 71 25 | Taxes accrued, | 234 50 |
| Due by agents, | 241 68 | United T. & T. Co., | 22,924 43 |
| Sinking fund, | 99 00 | Profit and loss, | 881 26 |
| Total, | $34,057 59 | Total, | $34,057 59 |

# McKEESPORT TELEPHONE COMPANY.

Date of charter: January 27, 1893.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, | Bissell Block, Pittsburg. |
| J. M. Bell, Vice President, | " |
| Fred. DeLand, Secretary, Treasurer and General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, | Bissell Block, Pittsburg. |
| J. M. Bell, | " |
| H. C. McEldowney, | " |
| J. H. Moore, | " |
| J. S. Carr, | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $99,472 40 | Capital stock, | $50,000 00 |
| | | Debt, | 35,000 00 |
| | | Current liabilities as follows, viz: Due lessee company for "additions and betterments," | 14,472 40 |
| Total, | $99,472 40 | Total, | $99,472 40 |

# MAHANOY AND MAHANTANGO TELEPHONE COMPANY.

Date of charter: August 31, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| E. R. Reitz, President, | Mt. Carmel, Pa. |
| W. P. Zartman, Vice President, | Domsife, Pa. |
| Elmer W. Dockey, Secretary, | Pillow, Pa. |
| I. B. Tressler, Treasurer, | Mahanoy, Pa. |
| W. P. Zartman, General Manager, | Domsife, Pa. |
| Elmer W. Dockey, General Superintendent, | Pillow, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. R. Reitz, | Mt. Carmel, Pa. |
| W. P. Zartman, | Domsife, Pa. |
| Elmer W. Dockey, | Pillow, Pa. |
| I. B. Tressler, | Mahanoy, Pa. |
| John Tressler, | Urban, Pa. |
| J. E. Kehler, | Pitman, Pa. |
| C. R. Kehler, | Kehler, Pa. |
| W. O. Leitzel, | Klingerstown, Pa. |
| D. S. Leitzell, | Lick Kill, Pa. |
| John Brosius, | Dalmatia, Pa. |
| Carlos Mist, | Herndon, Pa. |
| Charles Fritz, | Treverton, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $666 40 |
| Gross receipts from toll lines, | 214 18 |
| Gross receipts from entire system, | $880 58 |
| Total receipts from all sources, | $880 58 |

### Expenses.

| | |
|---|---|
| General management, | $262 36 |
| Operation of system, | 322 35 |
| Maintenance, | 90 94 |
| Total, | $675 65 |

### Summary.

| | |
|---|---|
| Gross revenue, | $880 58 |
| Gross expenses, | 675 65 |
| Net revenue, | 204 93 |
| Balance, | 204 93 |
| Surplus fund June 30, 1905, | 204 93 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 89 |
| Annual charges for rental of telephones, | $18 & $24 |
| Number of employes in entire system, | 4 |
| Total amount of compensation paid to employes, | $253 36 |
| Length of line in entire system—miles, | 43 |
| Length of line of wire in entire system—miles, | 218 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $10,371 15 | Capital stock, | $10,130 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 351 96 | Loans, | 550 00 |
| Bills receivable, | 161 82 | Profit and loss, | 204 93 |
| Total, | $10,884 93 | Total, | $10,884 93 |

# MARYLAND, PENNSYLVANIA AND WEST VIRGINIA TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: November 12, 1897.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Robert E. Umbel, President, | Uniontown, Pa. |
| John M. Core, Secretary, | " |
| Frank H. Rosboro, Treasurer, | " |
| Chas. A. Berg, General Manager and General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Robert E. Umbel, | Uniontown, Pa. |
| John M. Core, | " |
| Robert F. Hopwood, | " |
| Frank H. Rosboro, | " |
| Nathaniel Ewing, | " |
| Frank M. Semans, Jr., | " |
| Charles F. Fefover, | " |
| Samuel M. Graham, | " |
| James M. Reid, | Connellsville, Pa. |
| James C. Moore, | " |
| Alex. C. Sherrard, | Vanderbilt, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $35,403 98 |
| Gross receipts from toll lines, | 4,160 24 |
| Gross receipts from entire system, | $39,564 22 |
| Gross receipts from all other sources, | 484 07 |
| Total receipts from all sources, | $40,048 29 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $2,355 00 |
| Operation of system, including construction, | | 56,526 83 |
| Maintenance, | | 25,832 89 |
| Taxes: | | |
| State, | $380 00 | |
| Local including tax on poles, | 31 ,50 | |
| | | 411 50 |
| Interest, | | 8,684 45 |
| Miscellaneous, | | 1,560 00 |
| Total, | | $95,370 67 |

Summary.

| | |
|---|---|
| Gross revenue, | $40,048 29 |
| Gross expenses, | 95,370 67 |
| Net revenue, expended on construction, | 14,215 40 |
| Number of telephone exchanges in entire system, | 9 |
| Number of telephone instruments in use in entire system, | 2,297 |
| Annual charges for rental of telephones, | $20 00 |
| Number of employes in entire system, | 82 |
| Total amount of compensation paid to employes, | $31,318 23 |
| Length of line in entire system—miles, | 214 |
| Length of line of wire in entire system—miles, | 1,405 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $287,670 00 | Capital stock, | $173,500 00 |
| 917 shares Monongahela Valley Tel. Co. stock, | 5,043 50 | Funded debt, | 75,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 2,170 30 | Loans, | 43,000 00 |
| Bills receivable, | 93 20 | Accounts payable, | 4,237 26 |
| Open accounts, | 5,257 73 | Cash paid for 917 shares of stock of Monongahela Valley Telephone Company, | 5,043 50 |
| Material and supplies on hand, | 1,630 00 | Cash paid National Deposit Bank on account of obligations, Monongahela Valley Telephone Co., | 1,063 97 |
| Total, | $301,864 73 | Total, | $301,864 73 |

# MEADVILLE TELEPHONE COMPANY.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. J. Maddox, President, | Meadville, Pa. |
| J. D. Downing, Vice President, | " |
| H. M. Dickson, Secretary, | " |
| C. S. Burwell, Treasurer, | " |
| Jno. H. Wright, General Manager, | Jamestown, N. Y. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. J. Maddox, | Meadville, Pa. |
| J. D. Downing, | " |
| H. M. Dickson, | " |
| C. S. Burwell, | " |
| Jno. H. Wright, | Jamestown, N. Y. |
| J. R. Andrews, | Meadville, Pa. |
| W. W. Gelvin, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $15,164 90 |
| Gross receipts from toll lines, | 544 10 |
| Total receipts from all sources, | $15,709 00 |

Expenses.

| | |
|---|---|
| General management, | $1,200 00 |
| Operation of system, | 10,648 77 |
| Maintenance, | 6,964 33 |
| Taxes: | |
| State, | 400 00 |
| Total, | $19,213 10 |

Summary.

| | |
|---|---|
| Gross revenue, | $15,709 00 |
| Gross expenses, | 19,213 10 |
| Net deficit, | 3,504 10 |
| Balance, | 3,504 10 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $125,364 93 | Capital stock, | $60,000 00 |
| Current assets as follows, viz: | | Funded debt, | 60,000 00 |
| Cash on hand, | 171 44 | Current liabilities as follows, viz: | |
| Bills receivable, | 1,939 46 | Loans, | 3,869 03 |
| Sinking fund, | 1,314 64 | | |
| Profit and loss, | 78 56 | | |
| Total, | $128,869 03 | Total, | $128,869 03 |

# MONONGAHELA VALLEY TELEPHONE COMPANY.

Operated by Maryland, Pennsylvania and West Virginia Telephone and Telegraph Company.

Date of charter: June, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Robert E. Umbel, President, | Uniontown, Pa. |
| John M. Core, Secretary, | " |
| Frank H. Rosboro, Treasurer, | " |
| Chas. A. Berg, General Manager and General Superintendent, | " |

## DIRECTORS.

| Name | Official Address. |
|---|---|
| Robert E. Umbel, | Uniontown, Pa. |
| John M. Core, | " |
| Frank H. Rosboro, | " |
| Robert F. Hopwood, | " |
| Nathaniel Ewing, | " |
| Samuel M. Graham, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $843 40 |
| Gross receipts from toll lines, | 479 45 |
| Gross receipts from entire system, | $1,322 85 |
| Gross receipts from all other sources, | 23 38 |
| Total receipts from all sources, | $1,346 23 |

### Expenses.

| | |
|---|---|
| General management, | $713 30 |
| Operation of system, | 353 45 |
| Maintenance, | 199 45 |
| Taxes: | |
| State, | 35 56 |
| Interest, | 105 00 |
| Total, | $1,406 76 |

### Summary.

| | |
|---|---|
| Gross revenue, | $1,346 23 |
| Gross expenses, | 1,406 76 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 101 |
| Annual charges for rental of telephones, | $14 00 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $759 45 |
| Length of line in entire system—miles, | 62 |
| Length of line of wire in entire system—miles, | 163 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,343 91 | Capital stock, | $6,365 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 71 88 | Loans, | 750 00 |
| Open accounts, | 295 15 | Accounts payable, | 631 24 |
| Material and supplies on hand, | 148 00 | Cash paid on account of construction and over amount of stock issued, | 1,173 23 |
| Profit and loss, | 60 53 | | |
| Total, | $3,919 47 | Total, | $3,919 47 |

# MONROE COUNTY TELEPHONE COMPANY.

Date of charter: May 20, 1901.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| John S. Schoonover, President, | Stroudsburg, Pa. |
| W. A. Erdman, Secretary and Treasurer, | " |
| B. D. Hursh, General Manager and General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. F. Peters, | Bushkill, Pa. |
| John S. Schoonover, | Stroudsburg, Pa. |
| C. B. Staples, | " |
| B. D. Hursh, | " |
| W. A. Erdman, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $307 72 |
| Total receipts from all sources, | $307 72 |

### Expenses.

| | |
|---|---|
| General management, | $20 00 |
| Operation of system, | 2 00 |
| Maintenance, | 148 00 |
| Taxes: | |
| State, | $16 32 |
| Interest, | 110 05 |
| Total, | $296 37 |

### Summary.

| | |
|---|---|
| Gross revenue, | $307 72 |
| Gross expenses, | 296 37 |
| Net revenue, | 10 35 |
| Number of telephone instruments in use in entire system, | 39 |
| Length of line in entire system—miles, | 37½ |
| Length of line of wire in entire system—miles, | 95 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,727 58 | Capital stock, | $2,605 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 323 78 | Loans, | 1,700 00 |
| Bills receivable, | 335 00 | Profit and loss, | 81 36 |
| Total, | $4,386 36 | Total, | $4,386 36 |

# MONTROSE TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: March 27, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. F. Butterfield, President, | South Montrose, Pa. |
| C. L. Stone, Secretary, Treasurer and General Manager, | Montrose, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. F. Butterfield, | South Montrose, Pa. |
| C. L. Stone, | Montrose, Pa. |
| M. S. Dessaur, | " |
| F. I. Sott, | " |
| E. C. Rogers, | Brooklyn, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $500 00 |
| Gross receipts from entire system, | $650 00 |
| Gross receipts from all other sources, | 50 00 |
| Total receipts from all sources, | $700 00 |

Expenses.

| | |
|---|---|
| Operation of system, | $350 00 |
| Maintenance, | 100 00 |
| Miscellaneous, | 250 00 |
| Total, | $700 00 |

Summary.

| | |
|---|---|
| Gross revenue, | $700 00 |
| Gross expenses, | 700 00 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 150 |
| Annual charges for rental of telephones, | $3 to $18 |
| Total amount of compensation paid to employes, | $450 00 |
| Length of line in entire system—miles, | 50 |
| Length of line of wire in entire system—miles, | 75 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $2,600 00 | Capital stock, | $1,435 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 10 00 | Loans, | 205 00 |
| Material and supplies, | 175 00 | Due lessee company for "additions and betterments," | 150 00 |
| Leased lines, | 40 00 | Accounts payable, | 800 00 |
| | | Sundries, | 235 00 |
| Total, | $2,825 00 | Total, | $2,825 00 |

# MORRISON'S COVE TELEPHONE COMPANY.

Date of charter: July 29, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| P. B. Furry, President, | Loysburg, Pa. |
| James Curry, Vice President, | Waterside, Pa. |
| J. M. Woodcock, Secretary, | " |
| A. B. Woodcock, Treasurer, | " |
| P. B. Furry, General Manager, | Loysburg, Pa. |
| A. B. Woodcock, General Superintendent, | Waterside, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| P. B. Furry, | Loysburg, Pa. |
| L. D. Acker, | Drab, Pa. |
| D. R. Stayer, | Woodbury, Pa. |
| James Curry, | " |
| J. M. Woodcock, | " |
| A. B. Woodcock, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $3,119 54 |
| Gross receipts from toll lines, | 436 64 |
| Total receipts from all sources, | $3,556 18 |

Expenses.

| | |
|---|---|
| General management, | $395 00 |
| Operation of system, | 805 84 |
| Maintenance, | 150 00 |
| Taxes: | |
| State, | 73 62 |
| Total, | $1,424 46 |

Summary.

| | |
|---|---|
| Gross revenue, | $3,556 18 |
| Gross expenses, | 1,424 46 |
| Net revenue, | 2,131 72 |
| Balance, | 2,131 72 |
| Number of telephone exchanges in entire system, | 4 |
| Number of telephone instruments in use in entire system, | 308 |
| Annual charges for rental of telephones, | $12, $18 & $30 |
| Number of employes in entire system, | 7 |
| Total amount of compensation paid to employes, | $900 00 |
| Length of line in entire system—miles, | 70 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $22,548 18 | Capital stock, | $21,600 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 1,892 28 | Dividends unpaid, | 3,270 46 |
| Open accounts, | 325 00 | | |
| Material and supplies on hand, | 105 00 | | |
| Total, | $24,870 46 | Total, | $24,870 46 |

# MT. MORRIS TELEPHONE EXCHANGE COMPANY.

Date of charter: January 24, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| L. L. Long, President, | Mt. Morris, Pa. |
| A. J. Beall, Secretary, | Davistown, Pa. |
| F. W. Long, Treasurer, | Mt. Morris, Pa. |
| L. L. Long, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| L. L. Long, | Mt. Morris, Pa. |
| A. J. Beall, | Davistown, Pa. |
| John J. Long, | Mt. Morris, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $1,505 29 |
| Total receipts from all sources, | $1,505 29 |

Expenses.

| | |
|---|---|
| Operation of system, | $467 56 |
| Taxes: | |
| State and local including tax on poles, | 10 22 |
| Total, | $477 78 |

Summary.

| | |
|---|---|
| Gross revenue, | $1,505 29 |
| Gross expenses, | 477 78 |
| Net revenue, | 1,027 51 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 175 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $240 00 |
| Length of line in entire system—miles, | 65 |
| Length of line of wire in entire system—miles, | 175 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $6,396 66 | Capital stock, | $6,400 00 |
| Current assets as follows, viz: | | Profit and loss, | 1,027 51 |
| Cash on hand, | 1,027 51 | | |
| Capital stock on hand, | 3 34 | | |
| Total, | $7,427 51 | Total, | $7,427 51 |

# MOUNT PLEASANT MUTUAL TELEPHONE COMPANY.

Date of charter: August 9, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John D. Hitchman, President, | Mt. Pleasant, Pa. |
| James S. Braddock, Vice President, | " |
| John A. Stevens, Secretary, | " |
| George W. Stone, Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| T. D. Hitchman, | Mt. Pleasant, Pa. |
| Q. L. Marsh, | " |
| J. L. Shields, | " |
| C. A. Grant, | " |
| C. G. Page, | " |
| B. M. Loar, | " |
| O. P. Shupe, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $1,996 92 |
| Gross receipts from toll lines, | 97 03 |
| Gross receipts from entire system, | $2,093 95 |
| Gross receipts from all other sources, | 380 00 |
| Total receipts from all sources, | $2,473 95 |

### Expenses.

| | |
|---|---|
| General management, | $58 45 |
| Operation of system, | 365 00 |
| Maintenance, | 965 34 |
| Taxes: | |
| State, | 55 62 |
| Interest, | 50 40 |
| Miscellaneous, betterments, | 1,072 37 |
| Total, | $2,567 18 |

### Summary.

| | |
|---|---|
| Gross revenue, | $2,473 95 |
| Gross expenses, | 2,567 18 |
| Deficiency June 30, 1905, | 93 23 |
| Number of telephone instruments in use in entire system, | 150 |
| Annual charges for rental of telephones, | $18 00 |
| Number of employes in entire system, | 6 00 |
| Total amount of compensation paid to employes, | $1,080 00 |
| Length of line in entire system—miles, | 53 |
| Length of line of wire in entire system—miles, | 53 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $8,046 76 | Capital stock, | $1,000 00 |
| Current assets as follows: viz: | | Current liabilities as follows, viz: | |
| Open accounts, | 132 50 | Loans, | 1,180 00 |
| Material and supplies on hand, | 100 00 | Accounts payable, | 193 23 |
| | | Profit and loss, | 5,906 03 |
| Total, | $8,279 26 | Total, | $8,279 26 |

# MUTUAL TELEPHONE COMPANY.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| W. B. Frask, President, | Erie, Pa. |
| Wm. Spencer, Vice President, | " |
| George Burton, Secretary and Treasurer, | " |
| John Z. Miller, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| William B. Trask, | Erie, Pa. |
| William Spencer, | " |
| William E. Hayes, | " |
| Thomas G. Morse, | " |
| George B. Kalb, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $50,064 56 |
| Gross receipts from all other sources, stock sales, | 10,537 50 |
| Total receipts from all sources, | $60,602 06 |

### Expenses.

| | |
|---|---|
| Operation of system, dividends, | $7,269 50 |
| Maintenance, expense account, | 33,604 70 |
| Interest, | 4,656 74 |
| Miscellaneous, construction, | 15,071 12 |
| Total, | $60,602 06 |

### Summary.

| | | |
|---|---|---|
| Gross revenue, | | $50,064 56 |
| Gross expenses, | | 33,604 70 |
| Net revenue, | | $16,459 86 |
| Dividends paid: | | |
| Stock, | $662 50 | |
| Cash, | 6,607 00 | |
| | | 7,269 50 |
| Balance, | | $9,190 36 |
| Value of real estate June 30, 1904, | | $12,684 71 |
| Total value of real estate June 30, 1905, | | $12,684 71 |

| | |
|---|---|
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 2,150 |
| Annual charges for rental of telephones, | $20 to $40 |
| Number of employes in entire system, | 78 |
| Total amount of compensation paid to employes, | $15,000 00 |
| Length of line in entire system—miles, | 44½ |
| Length of line of wire in entire system—miles, | 4,204 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $224,802 55 | Capital stock, | $128,787 50 |
| Real estate, | 12,684 71 | Funded debt, | 75,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 1,199 54 | Loans, | 6,100 00 |
| | | Due lessee company for "additions and betterments," | 15,071 12 |
| | | Profit and loss, | 13,728 18 |
| Total, | $238,686 80 | Total, | $238,686 80 |

# MUTUAL BENEFIT TELEPHONE COMPANY.

Date of charter: May 6, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| R. J. Moorhead, President, | North East, Pa. |
| R. S. Pierce, Secretary, | " |
| James B. Stull, Treasurer, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| R. J. Moorhead, | North East, Pa. |
| R. S. Pierce, | " |
| James B. Stull, | " |
| J. W. Scouller, | " |
| I. T. Brecher, | " |
| Geo. W. Blaine, | " |
| D. R. Cushman, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $4,648 39 |
| Gross receipts from entire system, | $4,648 39 |
| Total receipts from entire system, | $4,648 39 |

Expenses.

| | |
|---|---|
| General management, | $341 20 |
| Operation of system, | 1,365 10 |
| Maintenance, | 957 94 |
| Taxes: | |
| State, | 29 04 |
| Interest, | $128 02 |
| Total, | $2,821 30 |

Summary.

| | |
|---|---|
| Gross revenue, | $4,648 39 |
| Gross expenses, | 2,821 30 |
| Net revenue, | $1,827 09 |
| Balance, | $1,827 09 |
| Surplus fund June 30, 1905, | 7,976 59 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 416 |
| Annual charges for rental of telephones, | $13 & $16 |
| Number of employes in entire system, | 4 |
| Total amount of compensation paid to employes, | $2,586 30 |
| Length of line in entire system—miles, | 50 |
| Length of line of wire in entire system—miles, | 320 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $12,218 03 | Capital stock, | $1,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 63 56 | Loans, | 3,305 00 |
| | | Profit and loss, | 7,976 59 |
| Total, | $12,281 59 | Total, | $12,281 59 |

# NEWTON, RANSOM AND LAKE WINOLA TELEPHONE COMPANY.

Date of charter: April 9, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| O. Van Buskirk, President, | Bald Mount, Pa. |
| D. C. Vosburg, Vice President, | Mill City, Pa. |
| W. E. Thompson, Secretary, | Bald Mount, Pa. |
| C. V. Decker, Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| George W. Beemer, | Clarks Summit, Pa. |
| John Shook, | Ransom, Pa. |
| J. F. Lacoe, | Milwaukee, Pa. |
| C. A. Brown, | Falls, Pa. |
| W. H. Newman, | Bald Mount, Pa. |
| C. H. Biesecker, | " |
| Amzi Rosenkrans, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $603 95 |
| Gross receipts from toll lines, | 347 26 |
| Gross receipts from entire system, | $951 21 |
| Gross receipts from all other sources, | 6,297 34 |
| Total receipts from all sources, | $7,248 55 |

### Expenses.

| | |
|---|---|
| Operation of system, | $495 68 |
| Maintenance, | 32 10 |
| Taxes: | |
| State, | 4 98 |
| Interest, Clarks Green Line bought, | 131 29 |
| Miscellaneous, | 6,178 97 |
| Total, | $6,843 02 |

### Summary.

| | |
|---|---|
| Gross revenue, | $7,248 55 |
| Gross expenses, | 6,843 02 |
| Net revenue, | $405 53 |
| Balance, | $405 53 |
| Number of telephone exchanges in entire system, | 3 |
| Number of telephone instruments in use in entire system, | 150 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 4 |
| Total amount of compensation paid to employes, | $1,513 36 |
| Length of line in entire system—miles, | 65 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $10,056 01 | Capital stock, | $7,940 00 |
| Clarks Green Line bought, | 131 29 | Current liabilities as follows, viz: | |
| Due from Consolidated Telephone Company, | 625 00 | Loans, | 1,758 83 |
| Current assets as follows, viz: | | Accounts payable, | 499 26 |
| Bills receivable, | 500 00 | Assets over liabilities, | 1,489 18 |
| Material and supplies on hand, | 125 00 | | |
| Due from Dr. Mackey, | 250 00 | | |
| Total, | $11,687 30 | Total, | $11,687 30 |

# NORTH EASTERN PENNSYLVANIA TELEPHONE COMPANY.

Date of charter: August 6, 1900.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| F. J. Osgood, President, | Forest City, Pa. |
| T. W. Bortree, Vice President, | Winwood, Pa. |
| C. A. Wademan, Secretary, | Uniondale, Pa. |
| J. W. Tiffany, Treasurer, | Poyntelle, Pa. |
| F. E. Benson, General Manager, | Susquehanna, R. F. D. No. 1, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| F. J. Osgood, | Forest City, Pa. |
| T. W. Bortree, | Winwood, Pa. |
| C. A. Wademan, | Uniondale, Pa. |
| J. W. Tiffany, | Poyntelle, Pa. |
| J. J. Walker, | Forest City, Pa. |
| F. E. Benson, | Susquehanna, Pa., R. F. D. No. 1. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $1,686 33 |
| Gross receipts from toll lines, | 555 61 |
| Gross receipts from all other sources, | 54 23 |
| Total receipts from all sources, | $2,296 17 |

### Expenses.

| | |
|---|---|
| Operation of system, | $1,797 86 |
| Maintenance, | 1,175 71 |
| Taxes: | |
| State, | 15 20 |
| Interest, | 118 84 |
| Total, | $3,107 61 |

### Summary.

| | |
|---|---|
| Gross revenue, | $2,296 17 |
| Gross expenses, | 3,107 61 |
| Net deficiency, | $811 44 |
| Balance, assessment on stock, | $1,184 00 |
| Surplus fund June 30, 1905, | 372 56 |

| | |
|---|---|
| Number of telephone exchanges in entire system, | 11 |
| Number of telephone instruments in use in entire system, | 955 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 15 |
| Total amount of compensation paid to employes, | $2,620 55 |
| Length of line in entire system—miles, | 280 |
| Length of line of wire in entire system—miles, | 390 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $17,116 30 | Capital stock, | $7,790 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Material and supplies on hand, | 499 35 | Interest on debt due and accrued, | 90 83 |
| Surplus, | 372 56 | Loans, | 2,400 00 |
| | | Sundries, | 7,707 38 |
| Total, | $17,988 21 | Total, | $17,988 21 |

# ORBISONIA TELEPHONE COMPANY.

Date of charter: June 24, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| S. O. Fraker, President, | Orbisonia, Pa. |
| C. B. Bush, Vice President, | " |
| T. J. Ripple, Secretary, | " |
| J. M. Steese, Treasurer, | " |
| W. Ott, General Manager, | " |

DIRECTORS.

| Name | Official Address. |
|---|---|
| S. O. Fraker, | Orbisonia, Pa. |
| C. B. Bush, | " |
| T. J. Ripple, | " |
| J. M. Steese, | " |
| A. J. Fare, | Burnt Cabins, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from toll lines, | $32 00 |
| Gross receipts from entire system, | $32 00 |
| Total receipts from all sources, | $32 00 |

Expenses.

| | |
|---|---|
| Taxes: | |
| State, | $2 25 |
| Total, | $2 25 |

Summary.

| | |
|---|---|
| Gross revenue, | $32 00 |
| Gross expenses, | 2 25 |
| Net revenue, | $29 75 |
| Balance, | $29 75 |
| Number of telephone instruments in use in entire system, | 3 |
| Total amount of compensation paid to employes, | $8 00 |
| Length of line in entire system (miles), | 6 |
| Length of line of wire in entire system (miles), | 6 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $350 00 | Capital stock, | $3,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 133 00 | Dividends unpaid, | 33 00 |
| Stock unused, | 2,550 00 | | |
| Total, | $3,033 00 | Total, | $3,033 00 |

# OSWAYO VALLEY TELEPHONE COMPANY.

Date of charter: September 3, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| George H. Bradley, President, | Bolivar, N. Y. |
| W. L. Nichols, Secretary, | " |
| John P. Herrick, Treasurer, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| George H. Bradley, | Bolivar, N. Y. |
| W. L. Nichols, | " |
| John P. Herrick, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $960 00 |
| Gross receipts from all other sources, | 1,500 00 |
| Total receipts from all sources, | $2,460 00 |

Expenses.

| | |
|---|---|
| General management, | $300 00 |
| Operation of system, | 624 00 |
| Maintenance, | 360 00 |
| Taxes: | |
| State and local including tax on poles, | 75 00 |
| Miscellaneous, | 452 00 |
| Total, | $1,811 00 |

Summary.

| | |
|---|---|
| Gross revenue, | $2,460 00 |
| Gross expenses, | 1,811 00 |
| Net revenue, | $649 00 |
| Surplus fund June 30, 1905, | $649 00 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 80 |
| Annual charges for rental of telephones, | $12 to $16 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $1,284 00 |
| Length of line in entire system—miles, | 30 |
| Length of line of wire in entire system—miles, | 30 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $10,000 00 | Capital stock, | $10,000 00 |
| Surplus, | 649 00 | Profit and loss, | 649 00 |
| Total, | $10,649 00 | Total, | $10,649 00 |

# PENNSYLVANIA TELEPHONE COMPANY.

Date of charter: June 10, 1882.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. R. Shellenberger, President, | Harrisburg, Pa. |
| H. S. Huidekoper, Vice President, | " |
| J. H. Crosman, Jr., Secretary, | " |
| W. C. Fink, Treasurer, | " |
| L. H. Kinnard, General Manager, | " |
| R. S. Chamberlin, General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Frederick P. Fish, | Boston, Mass. |
| C. Jay French, | " |
| H. S. Huidekoper, | Philadelphia, Pa. |
| Addison Candor, | Williamsport, Pa. |
| S. S. Blair, | Tyrone, Pa. |
| C. J. Bell, | Washington, D. C. |
| William H. Beck, | " |
| Richard O'Brien, | Scranton, Pa. |
| John E. Fox, | Harrisburg, Pa. |
| Allen P. Perley, | Williamsport, Pa. |
| A. R. Shellenberger, | Harrisburg, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | | |
|---|---|---|
| Gross earnings from exchange subscribers, | | $735,377 55 |
| Gross earnings from toll lines, | | 226,371 88 |
| Gross receipts from entire system, | | $961,749 43 |
| Gross receipts from all other sources, | | 46,309 22 |
| Total receipts from all sources, | | $1,008,058 65 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $105,680 58 |
| Operation of system, | | 215,456 60 |
| Maintenance, | | 324,965 47 |
| Taxes: | | |
| State, | $21,835 56 | |
| Local including tax on poles, | 9,471 93 | |
| | | 31,307 49 |
| Interest, | | 38,154 10 |
| Miscellaneous, | | 54,203 64 |
| Total, | | $769,767 88 |

### Summary.

| | |
|---|---|
| Gross revenue, | $1,008,058 65 |
| Gross expenses, | 769,767 88 |
| Net revenue, | $238,290 77 |
| Dividends paid: | |
| Cash, | 167,452 50 |
| Balance, | $70,838 27 |
| Surplus fund June 30, 1905, | 294,723 72 |
| Value of real estate June 30, 1904, | $189,097 67 |
| Real estate acquired during the year, | 26,480 73 |
| Total value of real estate June 30, 1905, | $215,578 40 |
| Number of telephone exchanges in entire system, | 119 |
| Number of telephone instruments in use in entire system, | 34,743 |
| Annual charges for rental of telephones, | $18 to $80 |
| Number of employes in entire system, | 805 |
| Total amount of compensation paid to employes, | $330,153 20 |
| Length of line in entire system—miles, | 399 |
| Length of line of wire in entire system—miles, | 399 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $3,532,611 89 | Capital stock, ..... | $2,883,850 00 |
| Current assets as follows, viz: | | Funded debt, ..... | 650,500 00 |
| Cash on hand, ..... | 6,430 39 | Current liabilities as follows, viz: | |
| Due by agents, ..... | 20,080 00 | Accounts payable, ..... | 278,678 17 |
| Open accounts, ..... | 50,027 84 | Various reserves, ..... | 36,244 14 |
| Material and supplies on hand,.. | 121,732 86 | Profit and loss, ..... | 294,723 72 |
| Sinking fund, ..... | 159,118 49 | | |
| Sundries, ..... | 11,136 15 | | |
| Real estate, ..... | 215,578 40 | | |
| Office furniture and fixtures, .. | 20,149 48 | | |
| Stocks and bonds, ..... | 2,035 53 | | |
| Total, ..... | $4,148,996 03 | Total, ..... | $4,148,996 03 |

# PENNSYLVANIA TELEGRAPH AND TELEPHONE COMPANY.

Operated by Federal Telephone Company.

Date of charter: December 12, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, ..... | Bissell Block, Pittsburg. |
| J. M. Bell, Vice President, ..... | " |
| Fred. DeLand, Secretary, Treasurer and General Manager, ..... | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, ..... | Bissell Block, Pittsburg. |
| J. M. Bell, ..... | " |
| H. C. McEldowney, ..... | " |
| J. H. Moore, ..... | " |
| J. S. Carr, ..... | " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Current assets as follows, viz: | | Capital stock, ..... | $5,200 00 |
| Cash on hand, ..... | 5,200 00 | | |
| Total, ..... | $5,200 00 | Total, ..... | $5,200 00 |

# PENNSYLVANIA AND NEW YORK TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: May 28, 1900.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| H. F. Stevens, President, | 406 Market street, Philadelphia, Pa. |
| A. W. Deas, Secretary, | " " |
| E. B. Rogers, Treasurer, | |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| H. F. Stevens, | 406 Market street, Philadelphia, Pa. |
| F. W. Griffin, | " " |
| A. W. Deas, | " " |
| E. B. Rogers, | " " |
| W. R. Driver, | |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $124,896 04 |
| Gross receipts from toll lines, | 46,005 15 |
| Gross receipts from entire system, | $170,901 19 |

### Expenses.

| | |
|---|---|
| General management, | $29,268 31 |
| Operation of system, | 53,581 56 |
| Maintenance, | 37,056 23 |
| Taxes: | |
| State and local including tax on poles, | 4,964 89 |
| Value of real estate June 30, 1904, | $39,981 64 |
| Total value of real estate June 30, 1905, | $39,981 64 |
| Number of telephone exchanges in entire system, | 28 |
| Number of telephone instruments in use in entire system, | 13,218 |
| Annual charges for rental of telephones, | $12 and upward. |
| Number of employes in entire system, | 144 |
| Total amount of compensation paid to employes, | $54,186 60 |
| Length of line in entire system—miles, | 537 84-100 |
| Length of line of wire in entire system—miles, | 5,251 70-100 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $515,004 34 | Capital stock, ..... | $100,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, ..... | 3 32 | Due lessee company for "additions and betterments," ..... | 415,007 66 |
| Total, ..... | $515,007 66 | Total, ..... | $515,007 66 |

# PEOPLES TELEPHONE COMPANY OF BUTLER.

Date of charter: August 16, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John Younkins, President, ..... | Butler, Pa. |
| M. Henshaw, Secretary, ..... | " |
| T. J. Shufflin, Treasurer, ..... | " |
| J. E. Forsythe, General Superintendent, ..... | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| John Younkins, ..... | Butler, Pa. |
| M. Henshaw, ..... | " |
| T. J. Shufflin, ..... | " |
| A. L. Reiber, ..... | " |
| J. V. Ritts, ..... | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, ..... | $13,930 53 |
| Gross receipts from toll lines, ..... | 603 44 |
| Gross receipts from entire system, ..... | $14,533 97 |

Expenses.

| | |
|---|---|
| Operation of system, ..... | $4,274 03 |
| Maintenance, ..... | 6,664 78 |
| Taxes: | |
| State, ..... | 628 00 |
| Interest, ..... | 1,030 00 |
| Total, ..... | $12,696 81 |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| R. C. Clowry, | New York, N. Y. |
| B. Brooks, | " |
| J. P. Altberger, | Philadelphia, Pa. |
| W. P. Wheatland, | " |
| Thomas F. Clark, | New York, N. Y. |
| George H. Fearons, | " |
| J. B. Van Every, | " |
| J. C. Barclay, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $69,790 98 |
| Total receipts from all sources, | $69,790 98 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $1,958 38 |
| Operation of system, | | 44,754 49 |
| Maintenance, | | 9,488 10 |
| Taxes: | | |
| State, | $1,549 98 | |
| Local including tax on poles, | 145 67 | |
| | | 1,695 65 |
| Miscellaneous, | | 172 80 |
| Total, | | $58,069 42 |

### Summary.

| | |
|---|---|
| Gross revenue, | $69,790 98 |
| Gross expenses, | 58,069 42 |
| Net revenue, | $11,721 56 |
| Dividends paid: | |
| Cash, | $12,000 00 |
| Balance from previous year, | 5,290 05 |
| Surplus fund June 30, 1905, | 5,011 61 |
| Number of offices in entire system, | 165 |
| Number of telegraph instruments in use in entire system, | 350 |
| Number of employes in entire system, | 27 |
| Total amount of compensation paid to employes, | $17,819 89 |
| Length of line in entire system—miles, | 27 |
| Length of line of wire in entire system—miles, | 27 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $73,585 28 | Capital stock, | $200,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 7,006 39 | Dividends unpaid, | 3,000 00 |
| Open accounts, | 14,225 30 | Profit and loss, | 5,011 61 |
| Material and supplies on hand, | 1,475 22 | | |
| Sundries, | 1,719 42 | | |
| Patent rights, franchises, etc., | 110,000 00 | | |
| Total, | $208,011 61 | Total, | $208,011 61 |

# PHILADELPHIA, READING AND POTTSVILLE TELEGRAPH COMPANY.

Date of charter: March 15, 1847.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| George F. Baer, President, | Philadelphia, Pa. |
| W. R. Taylor, Secretary, | " |
| Richard Tull, Treasurer, | " |
| C. M. Lewis, Superintendent, | Reading, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Joseph S. Harris, | Philadelphia, Pa. |
| Theodore Voorhees, | " |
| C. E. Henderson, | " |
| Samuel Dickson, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $91,882 61 |
| Gross receipts from all other sources, | 210 32 |
| Total receipts from all sources, | $92,092 93 |

### Expenses.

| | |
|---|---|
| General management, | $2,036 04 |
| Operation of system, | 52,417 26 |
| Maintenance, | 23,092 45 |
| Taxes: | |
| State, | 720 00 |
| Interest, | 12,000 00 |
| Total, | $90,265 75 |

### Summary.

| | |
|---|---|
| Gross revenue, | $92,092 93 |
| Gross expenses, | 90,265 75 |
| Net revenue, | $1,827 18 |
| Dividends paid: | |
| Cash, | $3,000 00 |
| Deficit, | 1,172 82 |
| Surplus fund June 30, 1905, | 58,172 80 |

| | |
|---|---|
| Number of offices in entire system, | 522 |
| Number of telegraph instruments in use in entire system, | 1,175 |
| Number of employes in entire system, | 219 |
| Total amount of compensation paid to employes, | $96,546 07 |
| Length of line in entire system—miles, | 1,049 28-100 |
| Length of line of wire in entire system—miles, | 6,122 5-100 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $290,331 62 | Capital stock, | $20,000 00 |
| Current assets as follows, viz: | | Funded debt, | 200,000 00 |
| Cash on hand, | 3,083 64 | Current liabilities as follows, viz: | |
| Open accounts, | 17,038 64 | Accounts payable, | 38,494 90 |
| Material and supplies on hand, | 6,208 80 | Profit and loss, | 58,172 80 |
| Total, | $316,667 70 | Total, | $316,667 70 |

# PITTSBURG AND ALLEGHENY TELEPHONE COMPANY.

Date of charter: April 21, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. G. Splane, President, | Pittsburg, Pa. |
| John S. Weller, Vice President, | " |
| T. G. Davis, Secretary, | " |
| R. C. Hall, Treasurer, | " |
| S. H. Browne, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. G. Splane, | Pittsburg, Pa. |
| Robert C. Hall, | " |
| D. P. Reighard, | " |
| R. H. Binns, | " |
| Ralph E. Flinn, | " |
| H. B. Beatty, | " |
| John S. Weller, | " |
| J. M. Clapp, | Washington, D. C. |
| George R. Webb, | Baltimore, Md. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $383,632 00 |
| Gross receipts from toll lines, | 21,509 41 |
| Gross receipts form entire system, | $405,141 41 |
| Gross receipts from all other sources, | 8,070 93 |
| Total receipts from all sources, | $413,212 34 |

### Expenses.

| | |
|---|---|
| General management, | $71,671 73 |
| Operation of system, | 60,171 63 |
| Maintenance, | 74,890 18 |
| Taxes: | |
| State, | 10,081 47 |
| Interest, | 70,000 00 |
| Miscellaneous, betterments and improvements, | 126,397 33 |
| Total, | $413,212 34 |

### Summary.

| | |
|---|---|
| Gross revenue, | $413,212 34 |
| Gross expenses, | 413,212 34 |
| Value of real estate June 30, 1904, | $174,658 47 |
| Real estate acquired during the year, | 12,522 97 |
| Total value of real estate June 30, 1905, | $187,181 44 |
| Number of telephone exchanges in entire system, | 20 |
| Number of telephone instruments in use in entire system, | 11,196 |
| Annual charges for rental of telephones, | $36 to $72 |
| Number of employes in entire system, | 442 |
| Total amount of compensation paid to employes, | $240,436 87 |
| Length of line in entire system—miles, | 338⅝ |
| Length of line of wire in entire system—miles, | 5,280 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $5,405,092 80 | Capital stock, | $4,000,000 00 |
| Stocks and bonds of other companies: | | Funded debt, | 1,400,000 00 |
| Pittsburg and Butler Tel. Co., | 12,500 00 | Current liabilities as follows, viz: | |
| Pittsburg and Butler Tel. Co., | 20,000 00 | Interest on funded debt due and accrued, | 5,833 33 |
| Current assets as follows, viz: | | Bills payable, | 253,138 23 |
| Cash on hand, | 69,363 59 | Accounts payable, | 35,665 74 |
| Bills receivable, | 280,368 70 | Sundries, unclaimed wages, | 602 92 |
| Due by agents, | 85,231 23 | Coupon interest, | 33,375 00 |
| Open accounts, | 19,035 54 | Accrued accounts, other than on funded debts, | 11,923 93 |
| Material and supplies on hand, | 92,002 00 | Betterments, | 282,506 59 |
| Petty cash, | 3,000 00 | | |
| Cash on deposit to pay coupons, | 33,375 00 | | |
| Items paid in advance, | 3,076 93 | | |
| Total, | $6,028,045 79 | Total, | $6,028,045 79 |

# PITTSBURG-JOHNSTOWN LONG DISTANCE TELEPHONE COMPANY.

Date of charter: June 3, 1903.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Charles Griffith, President, | Johnstown, Pa. |
| E. D. Schade, Secretary, | " |
| Charles J. Mayer, Treasurer, | " |
| E. D. Schade, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Charles Griffith, | Johnstown, Pa. |
| Charles J. Mayer, | " |
| H. H. Weaver, | " |
| E. D. Schade, | " |
| J. G. Splane, | Pittsburg, Pa. |
| J. S. Weller, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | | |
|---|---|---|
| Gross receipts from toll lines, | | $3,554 67 |
| Gross receipts from entire system, | | $3,554 67 |
| Gross receipts from all other sources, | | 897 09 |
| Total receipts from all sources, | | $4,451 76 |

### Expenses.

| | | |
|---|---|---|
| Operation of system, | | $408 45 |
| Maintenance, | | 300 00 |
| Taxes: | | |
| State, | $12 73 | |
| Local including tax on poles, | 47 00 | |
| | | 59 73 |
| Miscellaneous, | | 61 35 |
| Total, | | $829 53 |

Summary.

| | |
|---|---|
| Gross revenue, | $4,451 76 |
| Gross expenses, | 829 53 |
| Net revenue, | $3,622 23 |
| Dividends paid: | |
| Cash, | 2,800 00 |
| Balance, | $822 23 |
| Surplus fund June 30, 1905, | $822 23 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 25 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $300 00 |
| Length of line in entire system—miles, | 57 |
| Length of line of wire in entire system—miles, | 342 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $32,467 31 | Capital stock, | $33,690 00 |
| Current assets as follows, viz: | | Profit and loss, | 822 23 |
| Cash on hand, | 1,938 89 | | |
| Open accounts, | 106 03 | | |
| Total, | $34,512 23 | Total, | $34,512 23 |

# PLAIN GROVE TELEPHONE COMPANY.

Date of charter: December 5, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| M. M. Keener, President, | Slippery Rock, Pa., R. F. D. No. 57. |
| S. F. Neely, Vice President, | Volant, Pa., R. F. D. No. 1. |
| C. P. Pollock, Secretary, | " " |
| W. J. Offertt, Jr., Treasurer, | " " |
| G. E. Montgomery, General Manager, | Volant, Pa., R. F. D. No. 2. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| M. M. Keener, | Slippery Rock, Pa., R. F. D. No. 557. |
| S. F. Neely, | Volant, Pa., R. F. D. No. 1. |
| C. P. Pollock, | " " |
| W. J. Offut, Jr., | " " |
| M. D. Maxwell, | " " |
| W. B. Rodgers, | Slippery Rock, Pa., R. F. D. No. 59. |
| George E. Montgomery, | Volant, Pa., R. F. D. No. 2. |

REVENUE AND EXPENSES.

Expenses.

| | |
|---|---|
| Operation of system, | $18 00 |

Summary.

| | |
|---|---|
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 58 |
| Annual charges for rental of telephones, | $12 to $18 |
| Number of employes in entire system, | 1 |
| Total compensation paid to employes, | $18 00 |
| Length of line in entire system—miles, | 25 50-100 |
| Length of line of wire in entire system—miles, | 40 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $2,726 88 | Capital stock paid in, | $750 00 |
| Current assets as follows, viz: | | Funded debt, | 3,000 00 |
| Cash on hand, | 1,023 12 | Current liabilities as follows, viz: | |
| Open accounts, | 30 25 | Interest on funded debt due and accrued, | 36 00 |
| | | Profit and loss, | 4 25 |
| Total, | $3,780 25 | Total, | $3,780 25 |

# POSTAL TELEGRAPH AND TELEPHONE COMPANY.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, President, | 253 Broadway, New York City. |
| W. H. Baker, Vice President, | " " |
| C. P. Bruch, Secretary, | " " |
| E. C. Platt, Treasurer, | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, | 253 Broadway, New York City. |
| W. H. Baker, | " " |
| C. P. Bruch, | " " |
| G. G. Ward, | " " |
| Geo. G. Glenn, | Philadelphia, Pa. |
| C. C. Adams, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Total receipts from all sources, | $30,634 56 |

Expenses.

| | |
|---|---|
| Total, | $65,397 77 |
| Number of offices in entire system, | 45 |
| Number of telepgraph instruments in use, | 50 |
| Number of employes in entire system, | 80 |
| Length of line in Pennsylvania (miles), | .240 |
| Length of line of wire in entire system ((miles), | 2.500 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $215,200 00 | Capital stock, | $50,000 00 |
| | | Funded debt, | 165,200 00 |
| Total, | $215,200 00 | Total, | $215,200 00 |

# POSTAL TELEGRAPH CABLE COMPANY NO. 1.

Date of charter: February 14, 1884.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, President, | 253 Broadway, New York City. |
| W. H. Baker, Vice President, | " " |
| C. P. Bruch, Secretary, | " " |
| E. C. Platt, Treasurer, | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, | New York City. |
| G. G. Ward, | " |
| C. C. Adams, | Philadelphia, Pa. |
| W. H. Baker, | New York City. |
| Geo. G. Glenn, | Philadelphia, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Total receipts from all sources, | $57,041 38 |

Expenses.

| | |
|---|---|
| Total, | $45,045 14 |
| Number of offices in entire system, | 4 |
| Telegraph instruments in entire system, | 500 |
| Length of line in entire system (miles), | 117 |
| Length of line of wire in entire system (miles), | 1,155 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $39,650 00 | Capital stock, | $20,000 00 |
| | | Funded debt, | 19,650 00 |
| Total, | $39,650 00 | Total, | $39,650 00 |

# POSTAL TELEGRAPH CABLE COMPANY NO. 2.

Date of charter: February 14, 1884.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, President, | 253 Broadway, New York City. |
| W. H. Baker, Vice President, | " " |
| C. P. Bruch, Secretary, | " " |
| E. C. Platt, Treasurer, | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, | 253 Broadway, New York City. |
| G. G. Ward, | " " |
| W. H. Baker, | " " |
| C. C. Adams, | Philadelphia, Pa. |
| Geo. G. Glenn, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Total receipts from all sources, | $31,309 64 |

Expenses.

| | |
|---|---|
| Total, | $27,037 16 |

| | |
|---|---|
| Number of telepgraph instruments in use in entire system, | 25 |
| Number of employes in entire system, | 139 |
| Length of line in entire system (miles), | 211 |
| Length of line of wire in entire system (miles), | 846 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant, | $33,820 00 | Capital stock, | $20,000 00 |
| | | On funded debt, | 13,820 00 |
| Total, | $33,820 00 | Total, | $33,820 00 |

# POSTAL TELEGRAPH CABLE COMPANY NO. 3.

Date of charter: December 1, 1885.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, President, | 253 Broadway, New York City. |
| W. H. Baker, Vice President, | " " |
| C. P. Bruch, Secretary, | " " |
| E. C. Platt, Treasurer, | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| A. B. Chandler, | 253 Broadway, New York City. |
| G. G. Ward, | " " |
| W. H. Baker, | " " |
| C. C. Adams, | Philadelphia, Pa. |
| G. G. Glenn, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Total receipts from all sources, | $3,840 82 |

Expenses.

| | |
|---|---|
| Total, | $3,784 16 |

| | |
|---|---|
| Number of offices in entire system, | 4 |
| Number of telepgraph instruments in use in entire system, | 12 |
| Number of employes in entire system, | 32 |
| Length of line in entire system (miles), | 52 |
| Length of line of wire in entire system (miles), | 128 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $5,000 00 | Capital stock, ..... | $5,000 00 |
| Total, ..... | $5,000 00 | Total, ..... | $5,000 00 |

# RED BANK TELEPHONE COMPANY.

Date of charter: July 15, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| T. W. Copenhaver, President, ..... | Sigel, Pa. |
| Lewis Evans, Secretary, ..... | Richardsville, Pa. |
| I. M. Klepfer, Treasurer, ..... | Baxter, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| T. W. Copenhaver, ..... | Sigel, Pa. |
| W. M. Sowers, ..... | Brookville, Pa. |
| C. R. Morrison, ..... | " |
| I. M. Klepfer, ..... | Baxter, Pa. |
| J. G. Mayes, ..... | Hazen, Pa. |
| John Carberry, ..... | Kirkman, Pa. |
| Lewis Evans, ..... | Richardsville, Pa. |
| Joseph Knapp, ..... | Baxter, Pa. |
| H. T. Jones, ..... | " |

REVENUE AND EXPENSES.

**Revenue.**

| | |
|---|---|
| Gross receipts from exchange subscribers, ..... | $54 70 |
| Gross receipts from toll lines, ..... | 207 80 |
| Gross receipts from entire system, ..... | $262 50 |
| Total receipts from all sources, ..... | $262 50 |

Expenses.

| | |
|---|---|
| General management, | $200 00 |
| Operation of system, | 536 00 |
| Taxes: | |
| State, | 49 |
| Interest, | 21 00 |
| Total, | $757 49 |

Summary.

| | |
|---|---|
| Gross receipts, | $262 50 |
| Gross expenses, | 757 49 |
| Net loss, | $494 99 |
| Number of telephone exchanges in entire system, | 9 |
| Number of telephone instruments in use in entire system, | 389 |
| Annual charges for rental of telephones, | $12 00 |
| Number of employes in entire system, | 10 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $888 11 | Capital stock, | $10,000 00 |
| Cash on hand, | 67 37 | Accounts payable, | 1,354 05 |
| Open accounts, | 860 00 | | |
| Profit and loss, | 1,543 57 | | |
| Total, | $11,354 05 | Total, | $11,354 05 |

# ROCKHILL TELEGRAPH COMPANY.

Operated by Postal Telegraph Cable Company.

Date of charter: November 2, 1874.

OFFICERS.

| Name. | Official Address. |
|---|---|
| William A. Ingham, President, | Philadelphia, Pa. |
| J. E. Haverstick, Secretary and Treasurer, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| William A. Ingham, | Philadelphia, Pa. |
| R. S. Seibert, | Orbisonia, Pa. |
| Edward Roberts, III, | Philadelphia, Pa. |
| John Markle, | Jeddo, Pa. |
| H. M. Howe, | Philadelphia, Pa. |

REVENUE AND EXPENSES.

Summary.

| | |
|---|---|
| Dividends paid: | |
| Cash, | $366 00 |
| Number of offices in entire system, | 8 |
| Number of telegraph instruments in use in entire system, | 10 |
| Number of employes in entire system, | 8 |
| Length of line in entire system—miles, | 30 |
| Length of line of wire in entire system—miles, | 30 |
| Length of line of wire in Pennsylvania—miles, | 30 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Current assets as follows, viz: | | | |
| Cash on hand, | $300 00 | Capital stock, | $300 00 |
| Total, | $300 00 | Total, | $300 00 |

# ROSE VALLEY TELEPHONE COMPANY.

Date of charter: June 2, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. F. Fleming, President, | Trout Run, Pa. |
| M. H. Lone, Vice President, | Wallis Run, Pa. |
| J. W. Stiger, Secretary, | Trout Run, Pa. |
| Daniel Stroely, Treasurer, | Calvert, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. F. Fleming, | Trout Run, Pa. |
| M. H. Lone, | Wallis Run, Pa. |
| Daniel Strailey, | Calvert, Pa. |
| J. H. Stiger, | Trout Run, Pa. |
| J. B. Moy, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from toll lines, | $8 20 |
| Gross receipts from entire system, | 8 20 |
| Total receipts from all sources, | $8 20 |

Expenses.

| | |
|---|---|
| Maintenance, | $12 00 |
| Taxes, State, | 3 00 |
| Miscellaneous, | 75 |
| Total, | $15 75 |

Summary.

| | |
|---|---|
| Gross revenue, | $8 20 |
| Gross expenses, | 15 75 |
| Expenses over revenues, | 7 55 |
| Number of telephone instruments in use in entire system, | 21 |
| Annual charges for rental of telephones, | No charge. |
| Number of employes in entire system, | None. |

## SALIX TELEPHONE COMPANY.

Date of charter March 9, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| A. S. Hoffman, President, | Scalp Level, Pa. |
| M. P. Boyle, Vice President, | Johnstown, Pa. |
| Lewis Hostetter, Secretary and Treasurer, | Windber, Pa. |
| L. D. Shaffer, General Superintendent, | Scalp Level, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| M. P. Boyle, | Johnstown, Pa. |
| W. R. Foster, | " |
| Charles Glock, | " |
| A. S. Hoffman, | Scalp Level, Pa. |
| W. L. Heisel, | " |
| Lewis Hostetter, | Windber, Pa. |
| P. Fisher, | Johnstown, Pa. |
| J. P. Statler, | Somerset, Pa. |
| George Swank, | Johnstown, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $2,928 07 |
| Gross receipts from toll lines, | 631 01 |
| Gross receipts from entire system, | $3,559 08 |

Expenses.

| | |
|---|---|
| General mangement, | $911 07 |
| Operation of system, | 670 01 |
| Maintenance, | 532 52 |
| Interest, | 60 00 |
| Miscellaneous, | 926 72 |
| Total, | $3,100 35 |

Summary.

| | |
|---|---|
| Gross revenue, | $3,559 08 |
| Gross expenses, | 3,100 35 |
| Net revenue, | 458 73 |
| Value of real estate June 30, 1904, | $600 00 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in entire system, | 191 |
| Annual charges for rental of telephones, | $1 00 to $2 00 |
| Number of employes in entire system, | 5 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $17,090 00 | Capital stock, | $15,090 00 |
| Stocks and bonds of other companies, | 600 00 | Current liabilities as follows, viz: | |
| Current assets as follows, viz: | | Dividends unpaid, | 6 00 |
| Cash on hand, | 324 87 | Loans, | 2,000 00 |
| Open accounts, | 785 00 | Profit and loss, | 1,703 87 |
| Total, | $18,799 87 | Total, | $18,799 87 |

# SALTILLO TELEPHONE COMPANY.

Date of charter: December 28, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. D. Cootsley, President, | Saltillo, Pa. |
| George Sleeman, Vice President, | " |
| Paul Rupert, Secretary, | " |
| G. A. Heeter, Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| D. E. McClain, | Saltillo, Pa. |
| R. W. Hudson, | " |
| Daniel Swartz, | Selea. |
| J. F. Wright, | Mapleton R. F. D., Pa. |
| Calvin Greene, | Lewistown, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $1,576 82 |
| Gross receipts from all other sources, | 10 65 |
| Total receipts from all sources, | $1,587 47 |

### Expenses.

| | |
|---|---|
| General management, | $125 00 |
| Operation of system, | 144 00 |
| Maintenance, | 312 80 |
| Taxes, local, including tax on poles, | 37 00 |
| Interest, | 26 10 |
| Miscellaneous, | 334 07 |
| Total, | $978 97 |

### Summary.

| | | |
|---|---|---|
| Gross revenue, | | $1,587 47 |
| Gross expenses, | | 978 97 |
| Net revenue, | | 608 50 |
| Dividends paid: | | |
| Stock unsold, | $400 00 | |
| Cash, | 132 00 | |
| | | 532 00 |
| Surplus fund June 30, 1905, | | 76 50 |
| Number of telephone exchanges in entire system, | | 12 |
| Number of telephone instruments in use in entire system, | | 119 |
| Annual charges for rental of telephones, | | $0 60 to $1 50 |
| Number of employes in entire system, | | 18 |
| Total amount of compensation paid to employes, | | $978 97 |
| Length of line in entire system (miles), | | 106 |
| Length of line of wire in entire system (miles), | | 106 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $4,600 00 | Capital stock, | $5,000 00 |
| Current assets as follows, viz: | | Funded debt, | 443 10 |
| Cash on hand, | 76 50 | Current liabilities as follows, viz: | |
| Bills receivable, | 209 10 | Interest on funded debt due and accrued, | 26 10 |
| Due by agents, | 10 00 | Dividends unpaid, | 135 00 |
| Material and supplies on hand, | 306 00 | Accounts payable, | 67 87 |
| Profit and loss, | 978 97 | Profit and loss, | 608 50 |
| Total, | $6,280 57 | Total, | $6,280 57 |

# SHINGLE HOUSE TELEPHONE COMPANY.

Date of charter: September 1, 1904.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| H. M. Bennett, President, | Hornellsville, N. Y. |
| Wm. Howe, Vice President, | Shingle House, Pa. |
| Fred Gibson, Secretary, | " |
| A. F. Nichols, Treasurer, | " |
| H. M. Bennett, General Manager, | Hornellsville, N. Y. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| H. M. Bennett, | Hornellsville, N. Y. |
| Wm. Howe, | Shinglehouse, Pa. |
| Fred Gibson, | " |
| A. F. Nichols, | " |
| C. R. Nichols, | " |
| E. P. Hemmington, | " |
| C. C. Van De Boe, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $480 00 |

### Expenses.

| | |
|---|---|
| Operation of system, | $276 00 |

| | |
|---|---|
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 80 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $46 00 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,000 00 | Capital stock, | $3,000 00 |
| Total, | $3,000 00 | Total, | $3,000 00 |

# SOMERSET TELEPHONE COMPANY.

Date of charter: January 6, 1903.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| A. F. John, President, | Johnstown, Pa. |
| Fred W. Biesecker, Vice President, | Somerset, Pa. |
| Josiah Swenk, Secretary, | " |
| Harvey W. Berkley, Treasurer, | " |
| Harry Staub, General Manager, | Meyersdale, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| A. F. John, | Johnstown, Pa. |
| Fred W. Biesecker, | Somerset, Pa. |
| Harvey M. Berkley, | " |
| Josiah Swenk, | " |
| James Ferner, | " |
| E. M. Beachley, | Meyersdale, Pa. |
| Harry Staub, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $15,830 87 |
| Gross receipts from all other sources, | | 15,830 87 |
| Total receipts from all sources, | | 15,830 87 |

### Expenses.

| | | |
|---|---|---|
| Operation of system, | | $7,902 33 |
| **Taxes:** | | |
| State, | $118 72 | |
| Local, including tax on poles, | 57 50 | |
| | | 176 22 |
| Interest, | | 1,075 00 |
| Total, | | $9,153 55 |

### Summary.

| | |
|---|---|
| Gross revenue, | $15,830 87 |
| Gross expenses, | 9,153 55 |
| Net revenue, | 6,677 32 |
| Dividends paid, cash, | 3,202 06 |
| Balance, | 3,475 26 |
| Surplus fund June 30, 1905, | 11,949 52 |

| | |
|---|---|
| Value of real estate June 30, 1904, | $210 00 |
| Real estate acquired during the year, | 27 75 |
| Total value of real estate June 30, 1905, | $237 75 |
| Number of telephone exchanges in entire system, | 9 |
| Number of telephone instruments in use in entire system, | 673 |
| Annual charges for rental of telephones, | $18 00 to $24 00 |
| Number of employes in entire system, | 20 |
| Total amount of compensation paid to employes, | 5,652 57 |
| Length of line in entire system (miles), | 143 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $75,267 92 | Capital stock, | $41,925 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 1,200 10 | Loans, | 21,500 00 |
| Bills receivable and due by agents, | 3,455 00 | Due lessee company for "additions and betterments," | 5,000 00 |
| Material and supplies on hand, | 451 50 | Profit and loss, | 11,949 52 |
| Total, | $80,374 52 | Total, | $80,374 52 |

# SOUTHERN TELEPHONE AND TELEGRAPH COMPANY.

Date of charter, March 29, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Irwin Cutler, President, | Furniss, Pa. |
| Frank M. Greenleaf, Vice President, | Fairmount, Pa. |
| Cyrus G. Barr, Secretary, | Kirkwood, Pa. |
| Charles P. Swisher, Treasurer, | Christiana R. F. D. No. 2, Pa. |
| Cyrus G. Barr, General Manager, | Kirkwood, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Irwin Cutter, | Furniss, Pa. |
| Frank M. Greenleaf, | Fairmount, Pa. |
| Cyrus G. Barr, | Kirkwood, Pa. |
| Charles P. Swisher, | Christiana R. F. D. No. 2, Pa. |
| Mahlon B. Kent, | " " |
| T. C. Boyd, | Hensel, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $6,041 34 |
| Gross receipts from toll lines, | | 1,451 87 |
| Gross receipts from all other sources, | | 60 60 |
| Total receipts from all sources, | | $7,553 81 |

Expenses.

| | | |
|---|---|---|
| General management, | | $509 00 |
| Operation of system, | | 1,539 50 |
| Maintenance, | | 3,462 71 |
| Taxes: | | |
| State, | $85 53 | |
| Local, including tax on poles, | 42 00 | |
| | | 127 53 |
| Interest, | | 1,131 50 |
| Total, | | $6,770 24 |

Summary.

| | |
|---|---|
| Gross revenue, | $7,553 81 |
| Gross expenses, | 6,770 24 |
| Net revenue, | 783 57 |
| Dividends paid, cash, | 623 07 |
| Balance, | 160 50 |
| Number of telephone exchanges in entire system, | 5 |
| Number of telephone exchanges in Pennsylvania, | 5 |
| Numbr of telephone instruments in Pennsylvania, | 449 |
| Annual charge for rental of telephones, | $15 to $10 |
| Number of employes in entire system, | 16 |
| Total compensation paid to employes, | $2,646 09 |
| Length of line (miles), | 2'0 |
| Length of line of wire (miles), | 2,500 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $36,585 81 | Capital stock, | $14,380 00 |
| | | Funded debt, | 10,000 00 |
| | | Current liabilities as follows, viz: | |
| | | Loans, | 11,600 00 |
| | | From surplus to general account, | 605 81 |
| Total, | $36,585 81 | Total, | $36,585 81 |

# SOUTH PENN TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: January 17, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| B. H. Freeland, President, | Waynesburg, Pa. |
| E. B. Throckmorton, Secretary, | " |
| W. D. Cotterrel, Treasurer, | " |
| E. B. Throckmorton, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| B. H. Freeland, | Waynesburg, Pa. |
| E. B. Throckmorton, | " |
| J. W. Closser, | " |
| F. S. Crago, | " |
| W. E. Scott, | " |
| L. M. Waddell, | " |
| W. H. Bailey, | " |
| W. D. Cotterrel, | " |
| F. B. Wise, | Washington, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $13,550 33 |
| Gross receipts from toll lines, | | 7,002 68 |
| Gross receipts from entire system, | | $20,553 01 |
| Gross receipts from all other sources, | | 282 61 |
| Total receipts from all sources, | | $20,835 62 |

Expenses.

| | | |
|---|---|---|
| General management, | | $1,500 00 |
| Operation of system, | | 4,538 96 |
| Maintenance, | | 6,105 50 |
| Taxes: | | |
| State, | $132 00 | |
| Local, including tax on poles, | 41 00 | |
| | | 173 00 |
| Interest, | | 25 25 |
| Miscellaneous, | | 200 00 |
| Total, | | $12,542 71 |

Summary.

| | |
|---|---|
| Gross revenue, | $20,835 62 |
| Gross expenses, | 12,542 71 |
| Net revenue, | 8,292 91 |
| Dividends paid, cash, | 10,000 00 |
| Balance, due on borrowed money, | 1,707 09 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 1,230 |
| Annual charges for rental of telephones, | $9 00 to $15 00 |
| Number of employes in entire system, | 14 |
| Total amount of compensation paid to employes, | $5,050 00 |
| Length of line in entire system (miles), | 228 |
| Length of line of wire in entire system (miles), | 2,000 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $100,000 00 | Capital stock, | $100,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 418 01 | Loans, | 1,970 00 |
| Material and supplies on hand, | 500 00 | Accounts payable, | 725 00 |
| Additions and betterments on leased lines, | 75 00 | Sundries, | 30 00 |
| Sundries, | 24 90 | | |
| Profit and loss, | 1,797 09 | | |
| Total, | $102,725 00 | Total, | $102,725 00 |

# SPARTANSBURG TELEPHONE COMPANY.

Date of charter: December 29, 1902.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| John H. Wright, President, | Spartansburg, Pa. |
| Lloyd C. Wright, Vice President, | Jamestown, N. Y. |
| W. E. Miller, Secretary and Treasurer, | " |
| John H. Wright, General Manager, | Spartansburg, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| John H. Wright, | Spartansburg, Pa. |
| Lloyd C. Wright, | Jamestown, N. Y. |
| W. P. Burlingham, | Spartansburg, Pa. |
| W. E. Miller, | Jamestown, N. Y. |
| E. M. Stines, | Spartansburg, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $609 34 |
| Gross receipts from toll lines, | 88 30 |
| Total receipts from all sources, | $697 64 |

### Expenses.

| | |
|---|---|
| Operation of system, | $273 00 |
| Maintenance, | 123 69 |
| Total, | $396 69 |

### Summary.

| | |
|---|---|
| Gross revenue, | $697 64 |
| Gross expenses, | 396 69 |
| Net revenue, | 300 95 |
| Dividends paid, | 300 00 |
| Balance, | 95 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 62 |
| Number of employes in entire system, | 2 |
| Length of line in entire system (miles), | 20 |
| Length of line of wire in entire system (miles), | 20 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $5,000 00 | Capital stock, | $5,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 2 95 | Accounts payable, | 80 00 |
| Bills receivable, | 78 00 | Profit and loss, | 95 |
| Total, | $5,080 95 | Total, | $5,080 95 |

# *STANDARD TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: April 12, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| G. S. N. Brubaker, President, | Witherspoon Building, Philadelphia, Pa. |
| Samuel Doak, Secretary, | 135 S. Second St., Philadelphia, Pa. |
| I. D. Gindhart, Jr., Treasurer, | " " |

*Company in Receiver's hands, July 20, 1905.

DIRECTORS.

| Name. | Official Address. |
|---|---|
| G. S. N. Brubaker, | Witherspoon Building, Philadelphia, Pa. |
| Thomas B. Chambers, | Newtown, Pa. |
| Arthur J. Harner, | Lancaster, Pa. |
| H. H. Gillam, | Langhorne, Pa. |
| H. Persifor Smith, | Lancaster, Pa. |
| H. C. Worstall, | Newtown, Pa. |
| Geo. C. Worstall, | " |
| A. M. Worstall, | Witherspoon Building, Philadelphia, Pa. |
| Edw. P. Hicks, | Newtown, Pa. |

| | |
|---|---|
| Number of telephone exchanges in entire system, | 10 |
| Number of telephone instruments in use in entire system, | 685 |
| Annual charges for rental of telephones, | $12 00 to $36 00 |
| Number of employes in entire system, | 27 |
| Total amount of compensation paid to employes, | $11,045 76 |
| Length of line in entire system (miles), | 81 |
| Length of line of wire in entire system (miles), | 162 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $7,334 31 | Current liabilities as follows, viz: | |
| Current assets as follows, viz: | | Receiver's certificates, | $14,433 00 |
| Cash on hand, | 304 55 | Accounts payable, | 1,027 02 |
| Bills receivable, | 4,871 76 | Sundries, | 3,176 88 |
| Sundries, | 2,229 80 | | |
| Profit and loss, | 3,896 48 | | |
| Total, | $18,636 90 | Total, | $18,636 90 |

# STROUDSBURG AND BUSHKILL TELEPHONE COMPANY.

Date of charter: November 2, 1893.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| E. F. Peters, President, | Bushkill, Pa. |
| John S. Schoonover, Secretary and Treasurer, | Stroudsburg, Pa. |
| E. Shafer, General Manager, | " |
| B. D. Hursh, General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. F. Peters, | Bushkill, Pa. |
| S. G. Peters, | " |
| V. C. Peters, | Stroudsburg, Pa. |
| E. Shafer, | " |
| John S. Schoonover, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $5,367 00 |
| Gross receipts from all other sources, | 309 43 |
| Total receipts from all other sources, | $5,676 43 |

### Expenses.

| | |
|---|---|
| General management, | $116 82 |
| Operation of system, | 2,236 03 |
| Maintenance, | 2,747 06 |
| Taxes, State, | 138 35 |
| Interest, | 209 31 |
| Miscellaneous, | 317 46 |
| Total, | $5,765 03 |

### Summary.

| | |
|---|---|
| Gross revenue, | $5,676 43 |
| Gross expenses, | 5,765 03 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 326 |
| Annual charges for rental of telephones, | $18 00 to $24 00 |
| Number of employes in entire system, | 7 |
| Total amount of compensation paid to employes, | $1,837 50 |
| Length of line in entire system (miles), | 38 |
| Length of line of wire in entire system (miles), | 155 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $18,338 39 | Capital stock, | $800 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 70 42 | Loans, | 3,500 00 |
| Bills receivable, | 3,014 49 | Accounts payable, | 613 67 |
| Material and supplies on hand, | 1,245 25 | Profit and loss, | 17,830 88 |
| Sundries, | 76 00 | | |
| Total, | $22,744 55 | Total, | $22,744 55 |

# SULLIVAN COUNTY TELEPHONE COMPANY.

Date of charter: September 22, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Oscar N. Molyneux, President, | Dushore, Pa., R. F. D. No. 3. |
| Albert Kaye, Vice President, | Forksville, Pa., R. F. D. No. 1. |
| Ulysses Bird, Secretary, | " " |
| George Streby, Treasurer, | Dushore, Pa. |
| Ulysses Bird, General Manager, | Forksville, R. F. D. No. 1. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Oscar N. Molyneux, | Dushore, Pa., R. F. D. No. 3. |
| Albert Kaye, | Forksville, Pa., R. F. D. No. 1. |
| Ulysses Bird, | " " |
| George Streby, | Dushore, Pa. |
| J. E. Bird, | Dushore, Pa., R. F. D. No. 3. |
| Olan J. Williams, | Shunk, Pa. |
| Joshua G. Cott, | Forksville, Pa., R. F. D. No. 2. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $194 18 |
| Gross receipts from toll lines, | 79 32 |
| Gross receipts from entire system, | $273 51 |
| Gross receipts from all other sources, | 84 28 |
| Total receipts from all sources, | $357 78 |

**Expenses.**

| | |
|---|---|
| Operation of system, | $105 00 |
| Maintenance, | 7 00 |
| Interest, | 7 08 |
| Total, | $119 08 |

Summary.

| | |
|---|---|
| Gross revenue, | $357 78 |
| Gross expenses, | 119 08 |
| Net revenue, | 154 42 |
| Number of telephone exchanges in entire system, | 5 |
| Number of telephone instruments in use in entire system, | 90 |
| Annual charges for rental of telephones, | $9 00 to $12 00 |
| Number of employes in entire system, | 6 |
| Length of line in entire system (miles), | 46 |
| Length of line of wire in entire system (miles), | 92 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,895 73 | Capital stock, | $2,143 39 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 136 52 | Loans, | 736 01 |
| Due by agents, | 44 89 | Accounts payable, | 500 00 |
| | | Orders outstanding, | 543 32 |
| | | Profit and loss, | 154 42 |
| Total, | $4,077 14 | Total, | $4,077 14 |

# SUMMERVILLE TELEPHONE COMPANY.

Date of charter: March 3, 1896.

OFFICERS.

| Name. | Official Address. |
|---|---|
| J. K. Brown, President, | Brookville, Pa. |
| William Osborn, Vice President, | Dubois, Pa. |
| J. S. Hammond, Secretary, | Reynoldsville, Pa. |
| D. L. Taylor, Treasurer, | Brookville, Pa. |
| J. A. Haven, General Superintendent, | Summerville, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. K. Brown, | Brookville, Pa. |
| William Osborn, | Dubois, Pa. |
| Frank W. Prothero, | " |
| Benjamin Keck, | Shannondale, Pa. |
| W. T. Cox, | Reynoldsville, Pa. |
| J. S. Hammond, | " |
| A. C. Robinson, | Punxsutawney, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $17,251 01 |
| Total receipts from all sources, | | $17,251 01 |

Expenses.

| | | |
|---|---|---|
| Operation of system, | | $5,740 04 |
| Maintenance, | | 3,606 60 |
| Taxes: | | |
| State, | $386 17 | |
| Local, including tax on poles, | 242 00 | |
| | | 628 17 |
| Interest, | | 618 00 |
| Miscellaneous, | | 147 50 |
| Total, | | $10,740 31 |

Summary.

| | |
|---|---|
| Gross revenue, | $17,251 01 |
| Gross expenses, | 10,740 31 |
| Net revenue, | $6,510 70 |
| Dividends paid, cash, | 1,110 00 |
| Balance, | $5,400 70 |
| Number of employes in entire system, | 22 |
| Total amount of compensation paid to employes, | $6,734 00 |
| Length of line in entire system (miles), | 160 |
| Length of line of wire in entire system (miles), | 507 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $66,887 94 | Capital stock, | $19,071 67 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 720 29 | Accounts payable, | 16,548 59 |
| Bills receivable, | 513 75 | Earnings, | 93,729 81 |
| Additions and betterments on leased lines, | 88 83 | | |
| Expense, | 35,179 90 | | |
| Interest, | 1,651 59 | | |
| Tax, | 1,921 89 | | |
| Standing account, | 30 35 | | |
| Dividends, | 6,008 80 | | |
| Maintenance, | 15,652 48 | | |
| Profit and loss, | 694 25 | | |
| Total, | $129,350 07 | Total, | $129,350 07 |

# SUSQUEHANNA TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: September 19, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| E. W. Jackson, President, | Susquehanna, Pa. |
| S. S. Simmons, Vice President, | " |
| William A. Skinner, Secretary and Treasurer, | " |
| M. J. Lannon, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. W. Jackson, | Susquehanna, Pa. |
| S. S. Simmons, | " |
| M. H. Eisman, | " |
| R. S. Brush, | " |
| Frank Zeller, | " |
| M. J. Lannon, | " |
| M. J. Ryan, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $3,007 61 |
| Gross receipts from toll lines, | 24 20 |
| Gross receipts from entire system, | $3,031 81 |
| Gross receipts from all other sources, | 69 15 |
| Total receipts from all sources, | $3,100 96 |

### Expenses.

| | |
|---|---|
| General management, | $1,084 99 |
| Operation of system, | 1,383 21 |
| Interest, | 7 96 |
| Miscellaneous, | 727 50 |
| Total, | $3,203 69 |

### Summary.

| | |
|---|---|
| Balance, | $119 06 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 265 |
| Annual charges for rental of telephones, | $12 00 to $15 00 |
| Number of employes in entire system, | 2 |
| Total amount of compensation paid to employes, | $980 00 |
| Length of line in entire system (miles), | 10 |
| Length of line of wire in entire system (miles), | 18 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $7,875 39 | Capital stock, | $1,820 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 119 06 | Loans, | 827 16 |
| Bills receivable, | 859 50 | Accounts payable, | 90 00 |
| | | Surplus invested in line, | 6,116 79 |
| Total, | $8,853 95 | Total, | $8,853 95 |

# TUNKHANNOCK AND WYOMING VALLEY TELEPHONE COMPANY.

Date of charter: July 14, 1902.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| W. E. Dornsife, President, | Centremoreland, Pa. |
| C. H. Burgess, Vice President, | Carverton, Pa. |
| W. J. Fowler, Secretary and Treasurer, | Wyoming, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. E. Dornsife, | Centermoreland, Pa. |
| W. J. Fowler, | Wyoming, Pa. |
| G. E. Gay, | Orange, Pa. |
| W. J. Lewis, | Harding, Pa. |
| C. H. Burgess, | Carverton, Pa. |
| Morgan Lord, | " |
| John B. Jennings, | N. Mehoopany, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $4,766 07 |
| Gross receipts from toll lines, | 1,267 00 |
| Gross receipts from entire system, | $6,033 07 |
| Total receipts from all sources, | $6,033 07 |

### Expenses.

| | |
|---|---|
| General management, | $1,230 00 |
| Operation of system, | 925 00 |
| Maintenance, | 415 00 |
| Taxes, State, | 202 71 |
| Total, | $2,772 71 |

### Summary.

| | |
|---|---|
| Gross revenue, | $6,033 07 |
| Gross expenses, | 2,772 71 |
| Net revenue, | 3,260 36 |
| Dividends paid, cash, | 3,000 00 |
| Balance, | 260 36 |
| Surplus fund June 30, 1905, | 713 16 |

| | |
|---|---|
| Number of telephone exchanges in entire system, | 4 |
| Number of telephone instruments in use in entire system, | 400 |
| Annual charges for rental of telephones, | $12 and $18 |
| Number of employes in entire system, | 6 |
| Total amount of compensation paid to employes, | 2,005 00 |
| Length of line in entire system (miles), | 92 |
| Length of line of wire in entire system (miles), | 325 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $33,000 00 | Capital stock, | $30,000 00 |
| Stocks and bonds of other companies, | 200 00 | Current liabilities as follows, viz: Loans, | 3,000 00 |
| Current assets as follows, viz: Cash on hand, | 112 01 | Profit and loss, | 713 16 |
| Open accounts, | 401 15 | | |
| Total, | $33,713 16 | Total, | $33,713 16 |

# UNION TELEPHONE COMPANY.

Date of charter: June 1, 1903.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. C. Smith, President, | California, Pa. |
| T. J. Underwood, Vice President, | " |
| A. F. Moses, Secretary, | " |
| H. L. Lamb, Treasurer and General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. C. Smith, | California, Pa. |
| T. J. Underwood, | " |
| A. F. Moses, | " |
| H. L. Lamb, | " |
| L. Frank Baker, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $2,855 50 |
| Gross receipts from toll lines, | 43 85 |
| Gross receipts from entire system, | $2,899 35 |

Expenses.

| | | |
|---|---|---|
| Operation of system, | | $730 05 |
| Taxes: | | |
| State, | $18 15 | |
| Local, including tax on poles, | 38 30 | |
| | | 56 45 |
| Total, | | $786 50 |

Summary.

| | |
|---|---|
| Gross revenue, | $2,899 35 |
| Gross expenses, | 786 50 |
| Net revenue, | 2,112 85 |
| Dividends paid, cash, | 1,641 87 |
| Balance, | 470 98 |
| Surplus fund June 30, 1905, | 1,014 73 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 255 |
| Number of employes in entire system, | 4 |
| Total amount of compensation paid to employes, | 1,410 |
| Length of line in entire system (miles), | 145 |
| Length of line of wire in entire system (miles), | 240 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $20,000 00 | Capital stock, | $20,000 00 |
| Current assets as follows, viz: | | Profit and loss, | 1,014 73 |
| Cash on hand, | 950 43 | | |
| Open accounts, | 2 90 | | |
| Material and supplies on hand, | 61 40 | | |
| Total, | $21,014 73 | Total, | $21,014 73 |

# UNION TELEPHONE COMPANY OF ERIE.

Date of charter: August 31, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| William B. Trask, President, | Erie, Pa. |
| W. E. Hayes, Vice President, | " |
| James Russell, Secretary and Treasurer, | " |
| W. H. Wilson, General Manager and General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| William B. Trask, | Erie, Pa. |
| William Spencer, | " |
| F. M. Wallace, | " |
| W. E. Hayes, | " |
| James M. Brier, | " |
| I. C. Moore, | Sharon, Pa. |
| Ellis L. Orvis, | Bellefonte, Pa. |
| Asbury W. Lee, | Clearfield, Pa. |
| W. D. Barnard, | Philadelphia, Pa. |
| A. B. Greenshields, | " |
| S. P. Light, | Lebanon, Pa. |
| W. H. Wilson, | Erie, Pa. |
| James Russell, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $66,315 38 |
| Gross receipts from toll lines, | | 49,810 63 |
| Gross receipts from entire system, | | $116,126 01 |
| Gross receipts from all other sources, | | 141 68 |
| Total receipts from all sources, | | $116,267 69 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $6,589 24 |
| Operation of system, | | 52,584 99 |
| Maintenance, | | 17,615 16 |
| Taxes: | | |
| State, | $122 50 | |
| Local, including tax on poles, | 2,770 45 | |
| | | 2,892 95 |
| Interest, | | 15,212 49 |
| Miscellaneous, | | 2,166 68 |
| Total, | | $97,361 51 |

### Summary.

| | |
|---|---|
| Gross revenue, | 116,267 69 |
| Gross expenses, | 97,361 51 |
| Net revenue, | 18,906 18 |
| Surplus fund June 30, 1905, | 18,906 18 |
| Number of telephone exchanges in entire system, | 22 |
| Number of telephone instruments in use in entire system, | 4,175 |
| Annual charges for rental of telephones, | $20 00 |
| Number of employes in entire system, | 139 |
| Total amount of compensation paid to employes, | $44,559 24 |
| Length of line in entire system (miles), | 800 |
| Length of line of wire in entire system (miles), | 7,720 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property | $1,090,499 96 | Capital stock, | $552,000 00 |
| Stocks and bonds of other companies, | 3,400 00 | Funded debt, | 436,700 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 3,692 35 | Loans, | 82,708 80 |
| Bills receivable, | 152 28 | Accounts payable, | 33,255 83 |
| Due by agents, | 1,048 36 | Bond interest accrued, not due, | 6,169 99 |
| Open accounts, | 22,604 00 | Interest account, not due, | 370 47 |
| Material and supplies on hand, | 12,006 36 | Taxes account, not due, | 1,507 40 |
| Prepaid expenses, | 121 41 | Unearned income, | 339 22 |
| Prepaid insurance and taxes, | 257 24 | Reserved for guaranteed rentals, | 866 68 |
| Prepaid interest, | 542 61 | Profit and loss, | 18,906 18 |
| Total, | $1,134,324 57 | Total, | $1,134,324 57 |

# UNITED TELEPHONE AND TELEGRAPH COMPANY.

Date of charter: January 30, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Richard G. Park, President, | 112 N. Broad St., Philadelphia, Pa. |
| W. D. Barnard, Vice President, | " " |
| S. R. Caldwell, Secretary and Treasurer, | " " |
| T. D. Houck, General Superintendent, | 227 Walnut St., Harrisburg, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Richard G. Park, | Philadelphia, Pa. |
| W. D. Barnard, | St. Davids, Pa. |
| S. P. Light, | Lebanon, Pa. |
| C. M. Clement, | Sunbury, Pa. |
| B. F. Myers, | Harrisburg, Pa. |
| E. L. Orvis, | Bellefonte, Pa. |
| Edward Davis, | Germantown, Pa. |
| Wm. G. Park, | Pittsburg, Pa. |
| F. G. Hobson, | Norristown, Pa. |
| J. Frank Brock, | Chester, Pa. |
| E. M. Leader, | Shamokin, Pa. |
| W. W. Ryon, | Shamokin, Pa. |
| H. H. Light, | Lebanon, Pa. |
| G. R. Van Allen, | Northumberland, Pa. |
| E. M. Yarnall, | Philadelphia, Pa. |
| F. C. Aregle, | Danville, Pa. |
| P. Russ, | Harrisburg, Pa. |
| John B. Roach, | Chester, Pa. |
| S. R. Caldwell, | Philadelphia, Pa. |
| Heber S. Thompson, | Pottsville, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $360,046 73 |
| Gross receipts from toll lines, | | 74,318 44 |
| Gross receipts from entire system, | | $434,365 17 |
| Gross receipts from all other sources, | | 52,770 10 |
| Total receipts from all sources, | | $487,135 27 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $19,796 49 |
| Operation of system, | | 150,027 25 |
| Maintenance, | | 63,864 02 |
| Taxes: | | |
| State, | $13,694 11 | |
| Local, including tax on poles, | 9,349 91 | |
| | | 23,044 02 |
| Interest, | | 149,745 84 |
| Miscellaneous, | | 41,180 00 |
| Total, | | $447,657 62 |

### Summary.

| | |
|---|---|
| Gross revenue, | $487,135 27 |
| Gross expenses, | 447,657 12 |
| Net revenue, | 39,477 65 |
| Balance, | 39,477 65 |
| Surplus fund June 30, 1905, | 35,038 31 |
| Value of real estate June 30, 1904, | $25,142 14 |
| Total value of real estate June 30, 1905, | 25,142 14 |
| Number of telephone exchanges in entire system, | 124 |
| Number of telephone instruments in use in entire system, | 18,667 |
| Annual charges for rental of telephones, | $22 02 |
| Number of employes in entire system, | 583 |
| Total amount of compensation paid to employes, | $189,144 96 |
| Length of line in entire system (miles), | 2,004 |
| Length of line of wire in entire system (miles), | 15,200 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $4,153,039 45 | Capital stock, | $2,000,000 00 |
| Stocks and bonds of other companies, | 742,800 00 | Funded debt, | 1,786,000 00 |
| Real estate and buildings | 25,142 14 | Current liabilities as follows, viz: | |
| Furniture and fixtures, | 9,214 42 | Interest on funded debt due and accrued, | 202 08 |
| Current assets as follows, viz: | | Loans, | 466,473 56 |
| Cash on hand, | 19,444 08 | Accounts payable, | 138,955 82 |
| Due by agents, | 25,607 23 | Sundries, | 12 50 |
| Open accounts, | 25,410 68 | Interest and taxes accrued, | 31,515 10 |
| Material and supplies on hand, | 45,344 38 | Realty mortgage, | 9,000 00 |
| Advances, | 158,303 21 | Rental paid in advance, | 2,513 52 |
| Deferred and suspended items (interest, insurance), | 7,179 18 | Toll company redeemed, | 3,543 40 |
| | | Income charged in advance, | 3,730 46 |
| | | Cumberland Valley Tel. Co. guaranteed account, | 733,500 00 |
| | | Profit and loss, | 36,038 31 |
| Total, | $5,211,484 75 | Total, | $5,211,484 75 |

# VALLEY TELEPHONE COMPANY.

Date of charter: March 31, 1900.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| C. E. Crawford, President, | Emlenton, Pa. |
| Joseph Greiff, Vice President, | " |
| H. J. Crawford, Secretary, | " |
| J. J. Gosser, Treasurer, | " |
| W. E. Widel, Jr., General Manager, | " |
| T. B. Gregory, General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| C. E. Crawford, | Emlenton, Pa. |
| Joseph Greiff, | " |
| T. B. Gregory, | " |
| H. B. Mitchell, | " |
| H. J. Crawford, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $2,315 25 |
| Gross receipts from toll lines, | 423 55 |
| Gross receipts from entire system, | $2,738 80 |

### Expenses.

| | |
|---|---|
| General management, | $480 00 |
| Operation of system, | 1,115 56 |
| Taxes, State, | 72 72 |
| Hotal, | $1,668 28 |

### Summary.

| | |
|---|---|
| Gross revenue, | $2,738 80 |
| Gross expenses, | 1,668 28 |
| Net revenue, | $1,070 52 |
| Balance, | 1,070 52 |
| Surplus fund June 30, 1905, | 422 40 |
| Number of telephone exchanges in entire system, | 4 |
| Number of telephone instruments in use in entire system, | 200 |
| Annual charges for rental of telephones, | $12 00 to $24 00 |
| Number of employes in entire system, | 4 |
| Total amount of compensation paid to employes, | $745 00 |
| Length of line in entire system (miles), | 40 |
| Length of line of wire in entire system (miles), | 40 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $14,013 07 | Capital stock, | $10,000 00 |
| Current assets as follows, viz: | | Funded debt, | 1,200 00 |
| Cash on hand, | 422 40 | Tolls and rentals, | 6,636 65 |
| Expenses and taxes, | 3,401 18 | | |
| Total, | $17,836 65 | Total, | $17,836 65 |

# VANDERGRIFT TELEPHONE COMPANY.

Date of charter: September 27, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| E. W. Parquy, President, | Vandergrift, Pa. |
| S. A. Davis, Vice President, | " |
| Joseph Murphy, Secretary, | " |
| H. W. Pratt, Treasurer, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. W. Parquy, | Vandergrift, Pa. |
| S. A. Davis, | " |
| Joseph Murphy, | " |
| Wm. B. Rhodes. | " |

REVENUE AND EXPENSES.

Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $4,651 33 |
| Gross receipts from toll lines, | | 101 31 |
| Total receipts from all sources, | | $4,752 64 |

Expenses.

| | | |
|---|---|---|
| General management and operation of system, | | $2,656 52 |
| Maintenance (repairs), | | 1,141 95 |
| Gross receipts, 6 months, June 30, 1904,, | $36 64 | |
| Capital stock, 1903, | 37 50 | |
| Capital stock, 1904, | 31 00 | |
| | | 105 14 |
| Interest, | | 451 47 |
| Total, | | $4,355 08 |

Summary.

| | |
|---|---|
| Gross revenue, | $4,752 64 |
| Gross expenses, | 4,355 08 |
| Net revenue, | 397 56 |
| Surplus fund June 30, 1905, | 405 59 |
| Number of telephone exchanges in entire system, | 5 |
| Number of telephone insruments in use in entire system, | 217 |
| Annual charges for rental of telephones, | $21 43 |
| Number of employes in entire system, | 6 |
| Total amount of compensation paid to employes, | $2,374 79 |
| Length of line in entire system (miles), | 8 |
| Length of line of wire in entire system (miles), | 173 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $25,237 49 | Capital stock, | $1,000 00 |
| Current assets as follows, viz: | | Funded debt, | $6,118 15 |
| Open accounts, | 505 59 | Current liabilities as follows, viz: | |
| Sundries, | 900 00 | Sundries, | 1,119 34 |
| Available for future outlay, | 12,000 00 | Profit and loss, | 405 59 |
| Total, | $38,643 08 | Total, | $38,643 08 |

# VAN PIKE TELEPHONE COMPANY.

Date of charter: May 9, 1901.

OFFICERS.

| Name. | Official Address. |
|---|---|
| John P. Van Etten, President, | Conashaugh, Pa. |
| Geo. R. Bull, Secretary and Treasurer, | Milford, Pa. |
| James P. Van Etten, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| John P. Van Etten, | Conashaugh, Pa. |
| James P. Van Etten, | Milford, Pa. |
| Geo. R. Bull, | " |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $2,446 31 |
| Gross receipts from entire system, | 2,446 31 |
| Total receipts from all sources, | 2,446 31 |

Expenses.

| | |
|---|---|
| General management, | $600 00 |
| Operation of system, | 900 00 |
| Maintenance, | 500 00 |
| Taxes, State, | 51 97 |
| Interest, | 47 00 |
| Total, | $2,098 97 |

Summary.

| | |
|---|---|
| Gross revenue, | $2,446 31 |
| Gross expenses, | 2,098 97 |
| Net revenue, | $347 34 |
| Balance, | 347 34 |
| Surplus fund June 30, 1905, | 347 34 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 150 |
| Annual charges for rental of telephones, | $12 00 to $30 00 |
| Number of employes in entire system, | 6 |
| Total amount of compensation paid to employes, | $1,500 00 |
| Length of line in entire system (miles), | 68 |
| Length of line of wire in entire system (miles), | 161 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $5,600 00 | Capital stock, | $5,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 7 21 | Accounts payable, | 1,706 78 |
| Bills receivable, | 1,396 91 | Profit and loss, | 347 34 |
| Material and supplies on hand, | 50 00 | | |
| Total, | $7,054 12 | Total, | $7,054 12 |

# WASHINGTON TELEPHONE COMPANY.

Operated by Federal Telephone Co.

Date of charter: March 3, 1894.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, Vice President, | " " |
| Fred De Land, Secretary, Treasurer and General Manager. | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, | " " |
| H. C. McEldowney, | " " |
| J. H. Moore, | " " |
| J. S. Carr, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Current assets as follows, viz: | | | |
| Cash on hand, | $250 00 | Capital stock, | $250 00 |
| Total, | $250 00 | Total, | $250 00 |

# WASHINGTON COUNTY TELEPHONE COMPANY.

Operated by Federal Telephone Co., under lease.

Date of charter: July 21, 1898.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, Vice President, | " " |
| Fred De Land, Secretary, Treasurer and General Manager. | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, | " " |
| H. C. McEldowney, | " " |
| J. H. Moore, | " " |
| J. S. Carr, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $33,722 02 | Capital stock, ..... | $7,500 00 |
| | | Current liabilities as follows, viz: Due lessee company for "additions and betterments," .. | 26,222 02 |
| Total, ..... | $33,722 02 | Total, ..... | $33,722 02 |

# WAYNE AND LACKAWANNA TELEPHONE COMPANY.

Date of charter: July 15, 1904.

OFFICERS.

| Name | Official Address. |
|---|---|
| E. P. Jones, President, ..... | Ariel, Pa. |
| D. A. Locklin, Vice President, ..... | Hemlock Hollow, Pa. |
| H. C. White, Secretary, ..... | Ariel, Pa. |
| J. W. Sandercock, Treasurer, ..... | " |
| A. L. Bishop, General Manager, ..... | Hawley, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| E. P. Jones, ..... | Ariel, Pa. |
| J. W. Sandercock, ..... | " |
| H. C. White, ..... | " |
| D. A. Locklin, ..... | Hemlock Hollow, Pa. |
| R. P. Jones, ..... | Ariel, Pa. |
| C. F. Ramble, ..... | Avoy, Pa. |
| T. E. Bortree, ..... | Ariel, Pa. |
| John Muller, ..... | Avoy, Pa. |
| Aaron Goble, ..... | Hemlock Hollow, Pa. |
| Charles Pennell, ..... | " |
| D. Bingham, ..... | Hawley, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, ..... | $165 05 |
| Gross receipts from toll lines, ..... | 68 71 |
| Total receipts from all sources, ..... | $233 76 |

Expenses.

| | |
|---|---|
| Operation of system, ..... | $233 36 |
| Taxes, State, ..... | 40 |
| Total, ..... | $233 76 |

Summary.

| | |
|---|---|
| Gross revenue, | $233 76 |
| Gross expenses, | 233 76 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 50 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $160 00 |
| Length of line in entire system (miles), | 36 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,638 54 | Capital stock, | $2,475 00 |
| Current assets as follows, viz: | | Funded debt, | 1,180 00 |
| Cash on hand, | 16 46 | | |
| Total, | $3,655 00 | Total, | $3,655 00 |

# WAYNE AND PIKE INDEPENDENT TELEPHONE COMPANY.

Date of charter: September 25, 1900.

OFFICERS.

| Name. | Official Address. |
|---|---|
| T. M. Cross, President, | Crosses, Pa. |
| B. F. Killim, Vice President, | Paupac, Pa. |
| P. R. Cross, Secretary, | " |
| Walter Vetterlein, Treasurer, | " |
| G. W. Wilson, Auditor, | " |
| Wilmer Hopps, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Al. Simons, | Ledgedale, Pa. |
| C. S. Houck, | Hawley, Pa. |
| T. N. Cross, | Crosses, Pa. |
| Alva Quick, | Tafton, Pa. |
| H. W. Clark, | Gimbles, Pa. |
| A. K. Killam, | Hawley, Pa. |
| C. A. Pellett, | Paupac, Pa. |
| B. F. Killam, | " |
| W. Vetterlein, | " |
| T. F. Frisbee, | Greentown, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $204 50 |
| Gross receipts from toll lines, | 143 70 |
| Total receipts from all sources, | $348 20 |

Expenses.

| | | |
|---|---|---|
| General management, | | $166 80 |
| Maintenance, | | 120 00 |
| Taxes: | | |
| State, | $8 75 | |
| Local, including tax on poles, | 3 17 | |
| | | 11 92 |
| Total, | | $299 37 |

Summary.

| | |
|---|---|
| Gross revenue, | $348 20 |
| Gross expenses, | 299 37 |
| Net revenue, | 48 83 |
| Balance, | 48 83 |
| Surplus fund June 30, 1905, | 48 83 |
| Value of real estate June 30, 1904, | $1,692 58 |
| Total value of real estate June 30, 1905, | 1,692 58 |
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 39 |
| Annual charges for rental of telephones, | $6 50 |
| Number of employes in entire system, | 2 |
| Total amount of compensation paid to employes, | $166 80 |
| Length of line in entire system (miles), | 25 |
| Length of line of wire in entire system (miles), | 60 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities | Amount. |
|---|---|---|---|
| Cost of plant and property, | $1,692 58 | Capital stock, | $1,760 00 |
| Current assets as follows, viz: | | | |
| Cash on hand, | 43 83 | | |
| Open accounts, | 8 59 | | |
| Material and supplies on hand, | 10 00 | | |
| Total, | $1,760 00 | Total, | $1,760 00 |

# WEST AUBURN TELEPHONE COMPANY.

Date of charter: April 27, 1905.

OFFICERS.

| Name. | Official Address. |
|---|---|
| C. A. Jayne, President, | West Auburn, Pa. |
| R. B. Swisher, Secretary, | " |
| E. B. Lacey, Treasurer, | " |
| W. B. Beaumont, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. B. France, | West Auburn, Pa. |
| A. F. Possinger, | " |
| D. W. Terry, | Lawton, Pa. |
| N. R. Jones, | Rushville, Pa. |
| Fred L. Peet, | Skinners Eddy, Pa. |
| B. D. Phinney, | " |

REVENUE AND EXPENSES.

Summary.

| | |
|---|---|
| Number of telephone exchanges in entire system, | 2 |
| Number of telephone instruments in use in entire system, | 85 |
| Annual charges for rental of telephones, | $8 00 |
| Number of employes in entire system, | 2 |
| Total amount of compensation paid to employes, | $65 00 |
| Length of line in entire system (miles), | 13 |
| Length of line of wire in entire system (miles), | 45 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $1,585 37 | Capital stock, | $1,600 00 |
| Current assets as follows, viz: | | | |
| Cash on hand, | 14 63 | | |
| Total, | $1,600 00 | Total, | $1,600 00 |

# WESTERN MARYLAND AND HYNDMAN TELEPHONE COMPANY.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. H. Reynolds, President, | Cumberland, Md. |
| Jas. A. McHervey, Vice President, | " |
| Urner G. Carl, Secretary and Treasurer, | " |
| G. W. Randall, General Manager, | " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. H. Reynolds, | Cumberland, Md |
| James A. McHervey, | " |
| George W. Randall, | " |
| Urner G. Carl, | " |
| Benj. F. Madore, | Bedford, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $219 00 |
| Gross receipts from toll lines, | 167 73 |
| Gross receipts from entire system, | $386 73 |
| Total receipts from all sources, | $386 73 |

Expenses.

| | |
|---|---|
| Operation of system, | $26 59 |
| Maintenance, | 6 40 |
| Taxes, | 2 68 |
| Interest, | 32 98 |
| Miscellaneous, | 109 08 |
| Total, | $177 73 |

Summary.

| | |
|---|---|
| Gross revenue, | $386 73 |
| Gross expenses, | 177 73 |
| Net revenue, | 209 00 |
| Balance, | 209 00 |
| Surplus fund June 30, 1905, | 209 00 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 7 |
| Annual charges for rental of telephones, | $28 00 |
| Number of employes in entire system, | 1 |
| Total amount of compensation paid to employes, | $32 99 |
| Length of line in entire system (miles), | 6 |
| Length of line of wire in entire system (miles), | 6 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $2,385 00 | Capital stock, | $1,500 00 |
| | | Current liabilities as follows, viz: | |
| | | Loans, | 676 00 |
| | | Profit and loss, | 209 00 |
| Total, | $2,385 00 | Total, | $2,385 00 |

# WESTERN UNION TELEGRAPH COMPANY.

Date of charter: April 1, 1851.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Robt. C. Clowry, President, | New York City. |
| Geo. J. Gould, J. B. Van Every, Thos. F. Clark, Vice Presidents, | " |
| A. R. Brewer, Secretary, | " |
| M. T. Wilbur, Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| John T. Terry, | New York, N. Y. |
| Russell Sage, | " |
| Samuel Sloan, | " |
| Robert C. Clowry, | " |
| George J. Gould, | " |
| Edwin Gould, | " |
| Louis Fitzgerald, | " |
| Charles Lanier, | " |
| J. Piermont Morgan, | " |
| Chauncey M. Depew, | " |
| Henry M. Flager, | " |
| John Jacob Astor, | " |
| Oliver Ames, | " |
| C. Sidney Shepard, | " |
| John B. Van Every, | " |
| Jacob H. Schiff, | " |
| James Stillman, | " |
| Thomas F. Clark, | " |
| W. Lanman Bull, | " |
| James H. Hyde, | " |
| Morris K. Jessup, | " |
| Frank Jay Gould, | " |
| E. H. Harriman, | " |
| Samuel Spencer, | " |
| Howard Gould, | " |
| John J. Mitchell, | " |
| Henry Bishop, | " |
| Abijah R. Brewer, | " |

## EXECUTIVE COMMITTEE.

| Name. | Official Address. |
|---|---|
| Thomas T. Eckert, Chairman, | New York, N. Y. |
| John T. Terry, | " |
| Russell Sage, | " |
| Samuel Sloan, | " |
| Robert C. Clowry, | " |
| George J. Gould, | " |
| Edwin Gould, | " |
| Louis Fitzgerald, | " |
| Jacob H. Schiff, | " |
| James H. Hyde, | " |
| Frank J. Gould, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from entire system, | $27,959,115 37 |
| Gross receipts from all other sources, | 1,074,519 67 |
| Total receipts from all sources, | $29,033,635 04 |

### Expenses.

| | |
|---|---|
| General management and operation of system, | $15,565,393 05 |
| Maintenance and reconstruction of lines, | 3,719,333 64 |
| Rental of leased lines, | 1,591,373 42 |
| Taxes, | 599,805 63 |
| Interest on bonded indebtedness, | 1,227,200 00 |
| Miscellaneous, equipment of offices and wires, | 369,664 18 |
| Total, | $23,072,770 32 |

Summary.

| | |
|---|---|
| Gross revenue, | $29,033,635 04 |
| Gross expenses, | 23,072,770 32 |
| Net revenue, | $5,960,864 72 |
| Dividends paid, | 4,868,083 75 |
| Balance, | $1,092,780 97 |
| Number of offices in entire system, | 23,814 |
| Number of employes in entire system, | 37,137 |
| Length of line in entire system (miles), | 200,223.46 |
| Length of line of wire in entire system (miles), | 1,184,556.69 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Stocks and bonds of leased telegraph companies received in exchange for collateral trust bonds, | $8,504,000 00 | Capital stock, | $97,370,000 00 |
| Telegraph lines owned of leased companies that are merged in Western Union Co's system, franchises, patents, etc., | 115,717,186 08 | Funded debt, | 28,504,000 00 |
| Stock of not leased telegraph companies and other securities, | 13,750,749 39 | Current liabilities as follows, viz: Sundries, accounts payable, including dividend of July 15, 1905, | 4,213,832 33 |
| Current assets as follows, viz: | | Gold and stock Telegraph Co. for stocks of other companies held through lease of the Co. until 1981, | 1,946,522 00 |
| Cash on hand and in hands of agents, | 4,011,726 47 | Surplus of income prior to Oct. 1, 1881, appropriated for construction and acquisition of telegraph lines and property (in excess of the $15,526,590 capital stock distributed in 1881, on account of such appropriations of income during the 15 years preceding), | 1,598,184 03 |
| Real estate, | 4,957,432 12 | Surplus of income subsequent to Oct. 1, 1881 ($15,974,209.25), plus the proportion of surplus of income prior to Oct. 1, 1881 ($629,759.91), that was not appropriated as above, | 16,603,969 16 |
| Material and supplies on hand, | 465,907 06 | | |
| Sundries, accounts receivable, etc., | 2,829,576 40 | | |
| Total, | $150,236,577 52 | Total, | $150,236,577 52 |

# WESTFORD INDEPENDENT TELEPHONE COMPANY.

Date of charter: August 18, 1902.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. McConahey, President, | Westford, Pa. |
| J. E. Collins, Vice President, | " |
| H. D. Bennett, Secretary, | " |
| G. H. Hurbert, Treasurer, | " |
| Geo. F. Martin, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| A. Z. Collins, | Espyville Sta., Pa. |
| Robert Scott, | Westford, Pa. |
| G. H. Hurbert, | " |
| J. E. Collins, | " |
| Joseph Aten, | Hartstown, Pa. |
| J. S. Beckwith, | Westford, Pa. |
| Geo. F. Martin, | " |
| R. F. Blair, | Espyville, Pa. |
| T. C. White, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $1,886 86 |
| Total receipts from all sources, | $1,886 86 |

### Expenses.

| | |
|---|---|
| Operation of system, | $889 74 |
| Maintenance, | 189 94 |
| Taxes, | 23 22 |
| Interest, | 219 49 |
| Miscellaneous, | 77 25 |
| Total, | $1,399 64 |

### Summary.

| | |
|---|---|
| Gross revenue, | $1,888 86 |
| Gross expenses, | 1,399 64 |
| Net revenue, | $489 22 |
| Balance, | 106 25 |
| Surplus fund June 30, 1905, | $595 47 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 208 |
| Annual charges for rental of telephones, | $10, $12 and $15 |
| Number of employes in entire system, | 4 |
| Total amount of compensation paid to employes, | $889 74 |
| Length of line in entire system (miles), | 70 |
| Length of line of wire in entire system (miles), | 160 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,025 47 | Capital stock, | $2,750 00 |
| | | Funded debt, | 4,680 00 |
| | | Profit and loss, | 595 47 |
| Total, | $3,025 47 | Total, | $3,025 47 |

## WESTMORELAND TELEPHONE EXCHANGE COMPANY.

Operated by Federal Telephone Co., under lease.

Date of charter: February 7, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, President, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, Vice President, | " " |
| Fred De Land, Secretary, Treasurer and General Manager. | " " |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| W. S. Mitchell, | Bissell Block, Pittsburg, Pa. |
| J. M. Bell, | " " |
| H. C. McEldowney, | " " |
| J. H. Moore, | " " |
| J. S. Carr, | " " |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $14,365 05 | Capital stock, | $10,000 00 |
| | | Current liabilities as follows, viz: Due lessee company for "additions and betterments," | 4,365 05 |
| Total, | $14,365 05 | Total, | $14,365 05 |

## WILLIAMSPORT AND NORTH BRANCH TELEPHONE COMPANY.

Operated by Central Pennsylvania Telephone and Supply Co.

Date of charter: November, 1882.

OFFICERS.

| Name. | Official Address. |
|---|---|
| George V. Foresman, | Buffalo, N. Y. |
| Seth T. McCormick, Treasurer, | Williamsport, Pa. |
| R. E. Eavenson, General Manager, | Hughesville, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| George V. Foresman, | Buffalo, N. Y. |
| Seth T. McCormick, | Williamsport, Pa. |
| J. Henry Cochran, | " |
| R. E. Eavenson, | " |

| | |
|---|---|
| Length of line in entire system (miles), | 41 |
| Length of line of wire in entire system (miles), | 88 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $3,950 00 | Capital stock, | $3,950 00 |
| Total, | $3,950 00 | Total, | $3,950 00 |

# WYOMING AND SULLIVAN TELEPHONE COMPANY.

Date of charter: April 7, 1904.

OFFICERS.

| Name. | Official Address. |
|---|---|
| Alphonsus Walsh, President, | Dushore, Pa. |
| A. B. Sharp, Vice President, | Jenningsville, Pa. |
| T. S. Vaughn, Secretary, | Lovelton, Pa. |
| L. C. Vaughn, Treasurer, | Forston, Pa. |
| M. W. Reeser, General Manager, | Colley, Pa. |

DIRECTORS.

| Name. | Official Address. |
|---|---|
| Alphonsus Walsh, | Dushore, Pa. |
| A. B. Sharp, | Jenningsville, Pa. |
| T S. Vaughn, | Lovelton, Pa. |
| L. C. Vaughn, | Forkston, Pa. |
| M W. Reeser, | Colley. |
| A. L. Dyer, | Mildred, Pa. |
| C. E. Jackson, | Lopez, Pa. |

REVENUE AND EXPENSES.

Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $144 95 |
| Gross receipts from toll lines, | 89 28 |
| Gross receipts from entire system, | $234 23 |
| Gross receipts from all other sources, | 659 31 |
| Total receipts from all sources, | $893 54 |

Expenses.

| | |
|---|---|
| General management, | $64 07 |
| Operation of system, | 195 50 |
| Maintenance, | 69 92 |
| Interest, | 35 35 |
| Miscellaneous, | 54 43 |
| Total, | $419 27 |

Summary.

| | |
|---|---|
| Gross revenue, | $893 54 |
| Gross expenses, | 419 27 |
| Net revenue, | $474 27 |
| Balance, | 474 27 |
| Surplus fund June 30, 1905, | 474 27 |
| Number of telephone exchanges in entire system, | 3 |
| Number of telephone instruments in use in entire system, | 92 |
| Annual charges for rental of telephones, | $11 70 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $195 50 |
| Length of line in entire system (miles), | 46 |
| Length of line of wire in entire system (miles), | 57 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $5,501 80 | Capital stock, | $4,870 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, | 314 89 | Loans, | 631 80 |
| Material and supplies on hand, | 159 38 | Profit and loss, | 474 27 |
| Total, | $5,976 07 | Total, | $5,976 07 |

# YORK TELEPHONE COMPANY.

Date of charter: January 16, 1895.

OFFICERS.

| Name. | Official Address. |
|---|---|
| D. F. Lafean, President, | York, Pa. |
| John McCoy, Vice President, | " |
| D. H. Weber, Secretary, | " |
| C. C. Frick, Treasurer, | " |
| Geo. B. Rudy, General Manager and General Superintendent, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| D. F. Lafean, | York, Pa. |
| John McCoy, | " |
| D. H. Weber, | " |
| C. C. Frick, | " |
| W. S. Eisenhart, | " |
| George B. Rudy, | " |
| Harry S. Weist, | " |

## REVENUE AND EXPENSES.

### Revenue.

| | | |
|---|---|---|
| Gross receipts from exchange subscribers, | | $45,277 17 |
| Gross receipts from toll lines, | | 4,555 71 |
| Gross receipts from entire system, | | $49,832 88 |
| Gross receipts from all other sources, | | 946 87 |
| Total receipts from all sources, | | $50,779 75 |

### Expenses.

| | | |
|---|---|---|
| General management, | | $2,113 04 |
| Operation of system, | | 10,346 89 |
| Maintenance, | | 17,106 96 |
| Taxes: | | |
| State, | $2,233 70 | |
| Local, including tax on poles, | 749 22 | |
| | | 2,982 92 |
| Interest, | | 9,733 93 |
| Miscellaneous, | | 656 45 |
| Total, | | $42,940 09 |

### Summary.

| | |
|---|---|
| Gross revenue, | $50,779 75 |
| Gross expenses, | 42,940 09 |
| Net revenue, | $7,839 66 |
| Dividends paid, cash, | 4,000 00 |
| Balance, | 7,175 29 |
| Surplus fund June 30, 1905, | 46,243 34 |
| Number of telephone exchanges in entire system, | 5 |
| Number of telephone instruments in use in entire system, | 2,407 |
| Annual charges for rental of telephones, | $12 00 to $54 00 |
| Number of employes in entire system, | 61 |
| Total amount of compensation paid to employes, | $14,063 83 |
| Length of line in entire system (miles), | 209 |

## GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, | $436,271 55 | Capital stock, | $200,000 00 |
| Current assets as follows, viz: | | Funded debt, | 200,000 00 |
| Cash on hand, | 7,175 29 | Current liabilities as follows, viz: | |
| Open accounts, | 2,796 50 | Interest on funded debt due and accrued, | 1,666 66 |
| Material and supplies on hand, | 1,666 66 | Profit and loss, | 46,243 34 |
| Total, | $447,910 00 | Total, | $447,910 00 |

# YORK SOUTHERN TELEPHONE COMPANY.

Date of charter: December 22, 1902.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Archie H--son, President, | Stewartstown R. F. D. |
| Frank Kurtz, Vice President, | " |
| D. W. Breneman, Secretary, | " |
| S. O. Smith, Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Archie Hyson, President, | Stewartstown, Pa., R. F. D. |
| Frank Kurtz, | " " |
| J. R. W. Keesey, | " " |
| D. W. Brenemen, | " " |
| C. T. Grove, | Felton, Pa. |
| A. K. Frey, | Chansford, Pa. |
| David Miller, | Stewartstown, Pa. |

## REVENUE AND EXPENSES.

### Revenue.

| | |
|---|---|
| Gross receipts from exchange subscribers, | $420 00 |
| Gross receipts from toll lines, | 80 00 |
| Total receipts from all sources, | $500 00 |

### Expenses.

| | |
|---|---|
| General management, | $30 00 |
| Operation of system, | 75 00 |
| Maintenance, | 326 97 |
| Taxes, State, | 4 92 |
| Total, | $439 89 |

### Summary.

| | |
|---|---|
| Gross revenue, | $500 00 |
| Gross expenses, | 436 89 |
| Net revenue, | $63 11 |
| Number of telephone exchanges in entire system, | 1 |
| Number of telephone instruments in use in entire system, | 39 |
| Annual charges for rental of telephones, | $10 00 to $15 00 |
| Number of employes in entire system, | 3 |
| Total amount of compensation paid to employes, | $105 00 |
| Length of line in entire system (miles), | 21 |

GENERAL BALANCE SHEET, JUNE 30, 1905.

| Assets. | Amount. | Liabilities. | Amount. |
|---|---|---|---|
| Cost of plant and property, ..... | $1,000 00 | Capital stock, ..... | $1,000 00 |
| Current assets as follows, viz: | | Current liabilities as follows, viz: | |
| Cash on hand, ..... | 25 00 | Loans, ..... | 250 00 |
| Bills receivable, ..... | 200 00 | Profit and loss, ..... | 63 11 |
| Open accounts, ..... | 25 00 | | |
| Profit and loss, ..... | 63 11 | | |
| Total, ..... | $1,313 11 | Total, ..... | $1,313 11 |

REPORTS OF

# CANAL AND NAVIGATION COMPANIES.



44—8—1905

# DELAWARE DIVISION OF PENNSYLVANIA CANAL COMPANY.

## OFFICERS.

| Name | Official Address. |
|---|---|
| Lewis A. Riley, President, | Philadelphia, Pa. |
| George B. Harris, Vice President, | " |
| H. F. Balsee, Secretary and Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Lewis A. Riley, | Philadelphia, Pa. |
| Francis R. Cope, | " |
| Edward W. Clarks, Jr., | " |
| John S. Wentz, | " |
| Joseph S. Harris, | " |
| George B. Harris, | " |
| Erastus Hill, | " |
| H. F. Balsee, | " |
| S. L. Hodge, | " |

## CAPITALIZATION.

| | |
|---|---|
| Capital stock outstanding, | $1,633,350 00 |
| Funded debt outstanding, | 800,000 00 |
| Cost of canal and fixtures, including boats, | 2,433,350 00 |

Length of main line of canal: 60 miles.

## RECEIPTS.

| | |
|---|---|
| Other sources, rents, etc., | $35,663 00 |
| Total, | $35,663 00 |

## SUMMARY OF EXPENSES.

| | |
|---|---|
| For dividends, | $3,663 00 |
| For interest, | 32,000 00 |
| Total amount of surplus fund, | $35,663 00 |

# LEHIGH COAL AND NAVIGATION COMPANY.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| Lewis A. Riley, President, | Philadelphia, Pa. |
| George B. Harris, Vice President, | " |
| H. F. Baker, Secretary and Treasurer, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| Francis R. Cope, | Philadelphia, Pa. |
| E. W. Clark, Jr., | " |
| Samuel Dickson, | " |
| Joseph S. Harris, | " |
| Erskine Hewitt, | New York, N. Y. |
| Bayard Henry, | Philadelphia, Pa. |
| John S. Wentz, | " |
| James May Duane, | " |
| Henry Pratt McKean, | " |
| R. Dale Benson, | " |
| Lewis A. Riley, | " |
| Richard G. Cook, | " |

## CAPITALIZATION.

| | |
|---|---|
| Capital stock outstanding, | $17,378,500 00 |
| Funded debt outstanding, | 20,025,063 00 |
| Cost of canal and fixtures, including boats, | 2,004,475 61 |

Length of main line of canal: 48 miles:

## RECEIPTS.

| | |
|---|---|
| From tolls on coal, | $40,500 36 |
| From tolls on miscellaneous freight, | 4,140 01 |
| Other sources, rents, etc., | 3,184,830 02 |
| Total, | $3,229,470 39 |

## SUMMARY OF EXPENSES.

| | |
|---|---|
| Maintaining the canal or real estate of the corporation, and operating the canal, | $219,388 59 |
| For dividends, | 1,245,827 25 |
| For interest, | 881,890 74 |
| Municipal and State taxes, | 224,704 74 |
| For other payments, estimated, | 454,548 39 |
| Total, | $3,026,359 71 |
| Total amount of surplus estimated, | $203,110 68 |

# PENNSYLVANIA CANAL COMPANY.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| I. J. Wistar, President, | Broad Street Station, Philadelphia, Pa. |
| Geo. H. Ross, Secretary, | " " |
| A. Haviland, Treasurer, | " " |
| T. T. Wireman, Chief Engineer, | Harrisburg, Pa. |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| J. P. Green, | Broad Street Station, Philadelphia, Pa. |
| Chas. E. Pugh, | " " |
| Samuel Rea, | " " |
| Isaac J. Wistar, | " " |
| Jos. U. Crawford, | " " |
| N. P. Shortridge, | Wynnewood, Pa. |
| George Wood, | 626 Chestnut street, Philadelphia, Pa. |
| Wm. H. Barnes, | Broad Street Station, Philadelphia, Pa. |
| Amos R. Little, | Drexel Building, Philadelphia, Pa. |
| Wm. A. Patten, | Broad Street Station, Philadelphia, Pa. |
| C. Stuart Patterson, | 100 Walnut street, Philadelphia, Pa. |
| Simon Gratz, | City Hall, Philadelphia, Pa. |

## CAPITALIZATION.

| | |
|---|---|
| Capital stock outstanding, | $4,501,200 00 |
| Funded debt outstanding, | 1,948,000 00 |
| Cost of canal and fixtures, including boats, | 6,007,656 47 |

Length of main line of canal: 43 miles.

## RECEIPTS.

| | |
|---|---|
| Other sources, rents, etc., | $2,888 11 |
| Total, | $2,888 11 |

## SUMMARY OF EXPENSES.

| | |
|---|---|
| Maintaining the canal or real estate of the corporation, and operating the canal, | $9,702 57 |
| Total amount of deficit, | $6,814 46 |

# SCHUYLKILL NAVIGATION COMPANY.

## OFFICERS.

| Name. | Official Address. |
|---|---|
| George F. Baer, President, | Philadelphia, Pa. |
| W. G. Brown, Secretary, | " |
| Richard Tull, Treasurer, | " |
| E. F. Smith, General Manager, | " |

## DIRECTORS.

| Name. | Official Address. |
|---|---|
| James M. Landis, | Philadelphia, Pa. |
| R. M. Obertuffer, | " |
| C. K. Klink, | " |
| W. R. Taylor, | " |
| John M. Lennon, | " |

## CAPITALIZATION.

| | |
|---|---|
| Funded debt outstanding, | $17,993,223 46 |
| Cost of canal and fixtures, including boats, | 12,403,625 48 |

Length of main line of canal: 89.88 miles.

## RECEIPTS.

| | |
|---|---|
| From tolls on coal, | $46,171 25 |
| From tolls on miscellaneous freight, | 2,665 56 |
| Other sources, rents, etc., | 137 00 |
| Total, | $48,973 81 |

## SUMMARY OF EXPENSES.

| | |
|---|---|
| Maintaining the canal or real estate of the corporation, and operating the canal, | $91,374 73 |
| For interest, | 515,973 48 |
| State taxes, | 286 23 |
| For other payments, | 1,360 43 |
| Total, | $609,494 87 |
| Total Amount of surplus fund, | $560,521 03 |

# TABULATED RESULTS.

# COMPILED FROM REPORTS OF RAILROAD COMPANIES.

TABLE B—LIABILITIES.

| Name of Company. | Total amount of stock outstanding. | Total amount of funded debt outstanding. | Total amount of other forms of indebtedness, including current liabilities. | Total railway capital. |
|---|---|---|---|---|
| Allegheny Junction, | $5,000 | ..... | $34 | $5,034 |
| Allegheny and South Side, | 50,000 | ..... | 13,629 | 63,629 |
| Allegheny Terminal, | 150,000 | ..... | 15,586 | 165,586 |
| Allegheny Valley, | 27,718,598 | $17,349,000 | 2,004,708 | 47,072,306 |
| Allegheny and Western, | 3,000,000 | 2,000,000 | 303,712 | 5,303,712 |
| Allentown, | 1,268,884 | ..... | 12,747 | 1,281,631 |
| Allentown Terminal, | 450,000 | 450,000 | 162,500 | 1,062,500 |
| Altoona and Beech Creek, | 99,600 | ..... | 23,767 | 123,367 |
| Arnot and Pine Creek, | 255,000 | ..... | 3,351 | 258,351 |
| Bald Eagle Valley, | 1,535,000 | 300,000 | 109,080 | 1,944,080 |
| Baltimore and Cumberland Valley, | 76,700 | 72,800 | 9,610 | 159,110 |
| Baltimore and Cumberland Valley Extension, | 390,600 | 230,000 | 59,248 | 679,848 |
| Baltimore and Harrisburg, | 720,000 | 690,000 | 11,823 | 1,421,823 |
| Baltimore and Harrisburg, Eastern Extension, | 563,750 | ..... | 21,074 | 584,824 |
| Baltimore and Harrisburg, Western Extension, | 240,000 | 240,000 | 16,348 | 496,348 |
| Baltimore and Ohio, | 184,258,524 | 243,963,430 | 28,776,943 | 456,998,897 |
| Baltimore and Philadelphia, | 5,000,000 | 4,840,000 | 1,313,171 | 11,153,171 |
| Bangor and Portland, | 510,000 | 320,000 | 73,696 | 903,696 |
| Bare Rock, | 19,900 | ..... | 7,679 | 27,579 |
| Beaver and Elwood, | 150,000 | 150,000 | 5,066 | 305,066 |
| Beaver Valley, | 99,600 | ..... | 9,103 | 108,703 |
| Bedford and Bridgeport, | 600,000 | 1,700,000 | 101,673 | 2,401,673 |
| Bedford and Hollidaysburg, | 200,000 | ..... | 11,824 | 211,824 |
| Beech Creek, | 6,000,000 | 6,000,000 | 575,740 | 12,575,740 |
| Beech Creek Extension, | 5,179,000 | 4,013,219 | 1,533,914 | 10,726,133 |

| | | | | |
|---|---|---|---|---|
| Bellefonte Central, | 500,000 | 48,000 | 10,711 | 558,711 |
| Bells Run, | 22,200 | ..... | 280 | 22,480 |
| Belvidere-Delaware, | 1,253,000 | 2,749,000 | 290,720 | 4,292,720 |
| Berlin, | 50,000 | ..... | 63,615 | 113,615 |
| Bessemer and Lake Erie, | 500,000 | 1,395,000 | 1,275,999 | 3,170,999 |
| Big Level and Kinzua, | 150,000 | 50,000 | ..... | 200,000 |
| Bloom Run, | 40,000 | ..... | 60,038 | 100,038 |
| Bloomsburg and Sullivan, | 600,000 | 575,500 | 48,010 | 1,223,510 |
| Bradford and Western Pennsylvania, | 36,000 | ..... | 6,310 | 42,310 |
| Brock, | 20,000 | ..... | 1 | 20,001 |
| Brockport and Shawmut, | 22,500 | ..... | ..... | 22,500 |
| Brookville, | 71,450 | ..... | 43 | 71,493 |
| Brownstone and Middletown, | 25,000 | ..... | 29,851 | 54,851 |
| Buffalo, Bradford and Kane, | 300,000 | ..... | 9,683 | 309,683 |
| Buffalo, Bradford and Pittsburg, | 2,286,400 | 580,000 | 247,890 | 3,114,290 |
| Buffalo, Rochester and Pittsburg, | 16,500,000 | 15,126,000 | 1,576,403 | 33,202,403 |
| Buffalo and Susquehanna, | 8,494,400 | 6,749,000 | 567,911 | 15,811,311 |
| Cambria and Clearfield, | 4,835,913 | 4,536,000 | 374,240 | 9,746,153 |
| Cammal and Black Forest, | 75,000 | ..... | 8,500 | 83,500 |
| Catasauqua and Fogelsville, | 426,900 | 135,000 | 34,423 | 596,323 |
| Catawissa, | 4,359,500 | 2,215,000 | 2,938 | 6,577,438 |
| Central Railroad of New Jersey, | 27,425,800 | 50,361,000 | 6,307,557 | 84,094,357 |
| Central Railroad of Pennsylvania, | 1,200,000 | 600,000 | 712,053 | 2,512,053 |
| Central Trunk, | 12,500 | ..... | ..... | 12,500 |
| Central Valley, | 250,000 | 1,250,000 | ..... | 1,500,000 |
| Chartiers, | 645,300 | 625,000 | 402,187 | 1,672,487 |
| Cherry Tree and Dixonville, | 500,000 | 300,000 | 179,698 | 979,698 |
| Chester Creek, | 272,100 | 185,000 | 11,148 | 468,248 |
| Chester and Delaware River, | 40,000 | ..... | 219,650 | 259,650 |
| Chestnut Hill, | 195,650 | ..... | 95 | 195,745 |
| Chestnut Ridge, | 110,000 | 60,000 | 2,693 | 172,693 |
| Cheswick and Harmer, | 50,000 | ..... | 96,254 | 146,254 |
| Clarion River, | 120,000 | ..... | ..... | 120,000 |
| Clearfield and Mahoning, | 750,000 | 650,000 | 21,230 | 1,421,230 |
| Cleveland and Pittsburg, | 15,290,693 | 10,000,000 | 186,407 | 25,477,100 |
| Coal Glen, | 1,000 | ..... | 775 | 1,775 |
| Colebrookdale, | 297,215 | 600,000 | 630,583 | 1,527,798 |
| Columbia and Port Deposit, | 1,000,000 | 1,800,000 | 34,050 | 2,834,050 |
| Confluence and Oakland, | 200,000 | 120,000 | 2,618 | 322,618 |
| Connecting, | 3,613,650 | 1,991,000 | 657,950 | 6,262,600 |
| Connellsville and Monongahela, | 200,000 | ..... | 1,260,928 | 1,460,928 |
| Cornwall, | 800,000 | ..... | 22,408 | 822,408 |
| Cornwall and Lebanon, | 800,000 | 764,900 | 19,662 | 1,584,562 |

TABLE B—LIABILITIES—Continued.

| Name of Company. | Total amount of stock outstanding. | Total amount of funded debt outstanding. | Total amount of other forms of indebtedness, including current liabilities. | Total railway capital. |
|---|---|---|---|---|
| Coudersport and Port Allegheny, | 300,000 | 245,000 | ..... | 545,000 |
| Cumberland Valley, | 1,777,850 | 545,000 | 454,559 | 2,777,409 |
| Cumberland Valley and Waynesboro, | 125,000 | ..... | ..... | 125,000 |
| Delaware and Hudson, | 40,940,000 | 8,800,000 | 2,196,236 | 51,936,236 |
| Delaware, Lackawanna and Western, | 26,200,000 | 3,067,000 | 7,217,743 | 36,484,743 |
| Delaware River Railroad and Bridge Co., | 1,300,000 | 1,300,000 | 21,687 | 2,621,687 |
| Delaware River and Union, | 8,000 | ..... | 22,072 | 30,072 |
| Delaware, Susquehanna and Schuylkill, | 1,500,000 | ..... | 482,593 | 1,982,593 |
| Delaware Valley, | 99,000 | 190,000 | ..... | 289,000 |
| Dents Run, | 51,200 | ..... | 9,101 | 60,301 |
| Dillsburg and Mechanicsburg, | 89,800 | 100,000 | 60,119 | 249,919 |
| Donora Southern, | 40,000 | ..... | 87,805 | 127,805 |
| Dunkirk, Allegheny Valley and Pittsburg,† | 1,300,000 | 2,900,000 | 37,000 | 4,237,000 |
| East Berlin, | 50,000 | ..... | 2,800 | 52,800 |
| Eaglesmere, | 50,000 | 100,000 | 19,177 | 169,177 |
| East Broad Top, | 815,590 | 542,400 | 452,961 | 1,810,951 |
| East Mahanoy, | 497,750 | ..... | 2,863 | 500,613 |
| East Pennsylvania, | 1,730,450 | 495,000 | 16,445 | 2,241,895 |
| Easton and Northern, | 300,000 | 300,000 | 267,792 | 867,792 |
| Eddystone and Delaware River, | 32,500 | ..... | 25 | 32,525 |
| Elk and Highlands, | 51,000 | 8,500 | 19,281 | 78,781 |
| Elmira and Williamsport, | 1,000,000 | 1,533,000 | ..... | 2,533,000 |
| Ellwood Connecting, | 50,000 | ..... | ..... | 50,000 |
| Ellwood Short Line, | 300,000 | 300,000 | ..... | 600,000 |
| Emporium and Rich Valley, | 85,000 | ..... | 13,574 | 98,574 |
| Erie, | 176,271,300 | 188,162,109 | 11,824,353 | 376,257,762 |

| | | | | |
|---|---|---|---|---|
| Erie and Pittsburg, | 2,512,300 | 4,458,000 | 194,198 | 7,164,498 |
| Erie and Wyoming Valley, | 1,500,000 | ..... | 396,227 | 1,896,227 |
| Etna and Montrose, | 60,000 | ..... | 3,889 | 63,889 |
| Fairmont, Morgantown and Pittsburg, | 3,000,000 | 3,000,000 | 103,462 | 6,103,462 |
| Fall Brook, | 2,824,509 | 2,276,030 | 892,879 | 5,993,418 |
| Fayette County, | 107,400 | ..... | 1,254 | 108,654 |
| Gettysburg and Harrisburg, | 1,178,568 | 41,026 | 44,879 | 1,264,473 |
| Glenwood, | 629,916 | ..... | ..... | 629,916 |
| Hanover and Newport, | 454,861 | ..... | 50,000 | 504,861 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 1,182,550 | 700,000 | 61,697 | 1,944,247 |
| Hooverhurst and Southwestern, | 150,000 | ..... | 74,023 | 224,023 |
| Hunter's Run and Slate Belt, | 59,600 | ..... | 21,115 | 80,715 |
| Huntingdon and Broad Top Mountain, | 3,371,750 | 2,621,500 | 109,825 | 6,103,075 |
| Ironton, | 200,000 | ..... | 61,851 | 261,851 |
| Jamestown and Franklin, | 607,243 | 798,000 | 1,133,747 | 2,538,990 |
| Jefferson, | 2,095,450 | 3,100,000 | 1,409,840 | 6,605,290 |
| Jersey Shore and Antes Fort, | 36,200 | 11,882 | ..... | 48,082 |
| Johnsonburg, | 200,000 | 200,000 | 36,582 | 436,582 |
| Johnsonburg and Bradford, | 420,000 | 420,000 | 200,678 | 1,040,678 |
| Johnstown and Stony Creek, | 91,500 | 6,470 | ..... | 97,970 |
| Junction, | 250,000 | 725,000 | 15,938 | 990,938 |
| Kane and Elk, | 75,000 | ..... | 47,793 | 122,798 |
| Keating and Smethport, | 10,000 | ..... | 8,334 | 18,334 |
| Kersey, | 150,000 | ..... | ..... | 150,000 |
| Ketner and Kay Fork, | 30,000 | 22,000 | 5,660 | 57,660 |
| Kinzua Hemlock, | 112,100 | ..... | ..... | 112,100 |
| Kinzua and Tiona, | 55,000 | ..... | ..... | 55,000 |
| Kinzua Valley, | 105,000 | ..... | 8,165 | 113,165 |
| Kishacoquillas Valley, | 91,925 | ..... | ..... | 91,925 |
| Kushequa, | 150,000 | ..... | 97,558 | 247,558 |
| Lackawanna and Montrose, | 130,500 | ..... | 971 | 131,471 |
| Lackawanna and Wyoming Valley, | 600,000 | ..... | 85,520 | 685,520 |
| Lake Shore and Michigan Southern, | 50,000,000 | 98,824,000 | 9,901,927 | 158,725,927 |
| Lancaster, Oxford and Southern, | 119,685 | ..... | 2,205 | 121,890 |
| Lancaster and Quarryville, | 350,000 | ..... | ..... | 350,000 |
| Leetonia, | 150,000 | ..... | 5,343 | 155,343 |
| Lehigh and New England, | 1,000,000 | 2,380,000 | 272,421 | 3,652,421 |
| Lehigh and Susquehanna, | 15,965,563 | ..... | ..... | 15,965,563 |
| Lehigh Valley, | 40,411,100 | 58,543,000 | 7,255,520 | 106,239,620 |
| Lewisburg and Buffalo Valley, | 30,000 | ..... | 18,500 | 48,500 |
| Lewisburg and Tyrone, | 1,200,000 | 294,175 | 61,628 | 1,555,803 |
| Ligonier Valley, | 160,000 | 75,000 | ..... | 235,000 |
| Little Schuylkill Navigation, | 2,487,850 | ..... | 3,237 | 2,491,087 |
| Loyalsock, | 450,000 | ..... | 378,701 | 828,701 |

TABLE B—LIABILITIES—Continued.

| Name of Company. | Total amount of stock outstanding. | Total amount of funded debt outstanding. | Total amount of other forms of indebtedness, including current liabilities. | Total railway capital. |
|---|---|---|---|---|
| Lykens Valley, | 600,000 | ..... | ..... | 600,000 |
| McKeesport Connecting, | 40,000 | ..... | 161,008 | 201,008 |
| McKeesport Terminal, | 12,000 | ..... | ..... | 12,000 |
| Mahoning State Line, | 100,000 | ..... | 11,708 | 111,708 |
| Mahoning Valley, | 45,000 | ..... | 218,915 | 263,915 |
| Maryland and Pennsylvania, | 160,250 | 2,046,950 | 56,402 | 3,705,852 |
| Masontown and New Salem, | 80,000 | ..... | 170,450 | 250,450 |
| Meadville, Conneaut Lake and Linesville, | 200,000 | 200,000 | ..... | 400,000 |
| Mead Run, | 45,950 | ..... | ..... | 45,950 |
| Mercer Valley, | 275,000 | ..... | 181,316 | 456,316 |
| Midway and Oakdale, | 42,000 | ..... | 3,000 | 45,000 |
| Middletown and Hummelstown, | 175,000 | ..... | 34,633 | 209,633 |
| Mill Creek and Mine Hill, | 323,375 | ..... | 16,369 | 339,744 |
| Mine Hill and Schuylkill Haven, | 4,210,200 | ..... | 482 591 | 4,692,791 |
| Monongahela, | 1,428,000 | 1,428,000 | 84,221 | 2,940,221 |
| Monongahela Connecting, | 750,000 | 685,000 | 586,192 | 2,021,192 |
| Montour, | 100,000 | ..... | 284,743 | 384,743 |
| Montrose, | 307,247 | 100,000 | 96,574 | 504,001 |
| Mount Carbon and Port Carbon, | 282,350 | ..... | 20,482 | 302,832 |
| Mount Jewett, Kinzua and Riterville, | 80,000 | 20,000 | 173,017 | 273,017 |
| Mount Penn Gravity, | 100,000 | 99,400 | ..... | 199,400 |
| Mount Pleasant and Broadford, | 150,450 | ..... | 60,203 | 210,653 |
| Mount Pleasant and Latrobe, | 13,000 | ..... | ..... | 13,000 |
| Moosic Mountain and Carbondale, | 150,000 | ..... | ..... | 150,000 |
| Nesquehoning Valley, | 1,418,600 | ..... | 51,909 | 1,470,509 |

| | | | | |
|---|---|---|---|---|
| Neversink Mountain, | 100,000 | 100,000 | 13,495 | 213,495 |
| New Castle and Beaver Valley, | 700,000 | ..... | 54,921 | 754,921 |
| New Castle and Butler, | 20,000 | 31,338 | ..... | 51,338 |
| New Castle and Lowell, | 550,000 | 550,000 | 476,027 | 1,576,027 |
| New Haven and Dunbar, | 8,000 | ..... | 173,199 | 181,199 |
| Newport and Sherman's Valley, | 131,468 | 190,000 | 55,372 | 376,840 |
| New York Central and Hudson River, | 132,250,000 | 230,414,845 | 25,152,341 | 387,817,186 |
| New York, Chicago and St. Louis, | 30,000,000 | 19,425,000 | 2,550,410 | 51,975,410 |
| New York, Lake Erie and Western Coal, | 500,000 | 3,000,000 | 15,994 | 3,515,994 |
| New York, Lackawanna and Western of Pennsylvania, | 12,000 | ..... | ..... | 12,000 |
| New York, Ontario and Western, | 58,117,983 | 20,714,000 | 7,169,223 | 86,001,206 |
| New York and Pennsylvania, | 570,000 | 500,000 | 3,346 | 1,073,346 |
| New York, Susquehanna and Western, | 26,000,000 | 12,500,000 | 1,349,114 | 39,849,114 |
| Nittany Valley, | 75,000 | 75,000 | 39,017 | 189,017 |
| Norristown Junction, | 20,000 | 37,000 | 873 | 57,873 |
| Norristown and Main Line Connecting, | 50,000 | 250,000 | 27,156 | 327,156 |
| Northern Central, | 17,193,400 | 6,822,000 | 3,776,697 | 27,792,097 |
| Northern Liberties, | 5,000 | ..... | 10,657 | 15,657 |
| North Bend and Kettle Creek, | 75,000 | ..... | 309,904 | 384,904 |
| North Pennsylvania, | 4,799,600 | 7,591,000 | 457,038 | 12,847,638 |
| North East Pennsylvania, | 400,000 | 400,000 | 345,073 | 1,145,073 |
| Northampton and Bath, | 7,000 | ..... | 595,622 | 602,622 |
| Nypano, | 20,000,000 | 28,000,000 | ..... | 48,000,000 |
| Ohio and Baltimore Short Line, | 290,000 | 500,000 | 1,232,203 | 2,022,203 |
| Ohio Connecting, | 2,000,000 | 2,000,000 | 348,408 | 4,348 408 |
| Ohio River Junction, | 202,070 | ..... | 69,498 | 271,568 |
| Oley Valley, | 250,000 | 250,000 | 20,179 | 520,173 |
| Oleona, | 1,800 | ..... | 74,742 | 76,542 |
| Oleona and Germania, | 44,912 | ..... | ..... | 44,912 |
| Ontario, Carbondale and Scranton, | 1,500,000 | 1,500,000 | 334,867 | 3,334,867 |
| Pencoyd and Philadelphia, | 5,000 | ..... | 30,538 | 35,538 |
| Pennsylvania, | 302,513,300 | 196,532,448 | 80,697,405 | 579,743,153 |
| Pennsylvania Company, | 40,000,000 | 107,898,905 | 20,523,652 | 168,422,557 |
| Pennsylvania and New York Canal and Railroad, | 1,061,700 | 10,000,000 | ..... | 11,061,700 |
| Pennsylvania Western and Ohio River Connecting, | 750 | ..... | 10,000 | 10,750 |
| People's, | 100,000 | 36,000 | 40 | 136,040 |
| Perkiomen, | 1,500,000 | 1,924,600 | 63,823 | 3,488 423 |
| Philadelphia, Baltimore and Washington, | 23,494,575 | 20,000,000 | 8,618,805 | 52,113,380 |
| Philadelphia and Baltimore Central, | 2,499,184 | 2,200,000 | 147,250 | 4,846,434 |
| Philadelphia Belt Line, | 200,000 | ..... | 26,266 | 226,266 |
| Philadelphia and Chester Valley, | 755,100 | 380,510 | 40,490 | 1,176 100 |
| Philadelphia and Delaware County, | 354,750 | 180,000 | 228,429 | 763,179 |
| Philadelphia and Erie, | 10,385.000 | 19,823,000 | 943.056 | 31,151.056 |

TABLE B—LIABILITIES—Continued

| Name of Company. | Total amount of stock outstanding. | Total amount of funded debt outstanding. | Total amount of other forms of indebtedness including current liabilities. | Total railway capital. |
|---|---|---|---|---|
| Philadelphia and Frankford, | 500,000 | 500,000 | 161,702 | 1,161,702 |
| Philadelphia, Germantown and Norristown, | 2,246,900 | ..... | 52,792 | 2,299,692 |
| Philadelphia, Harrisburg and Pittsburg, | 2,000,000 | 2,000,000 | 37,280 | 4,037,280 |
| Philadelphia, Newtown and New York, | 1,625,000 | 1,417 000 | 414,291 | 3,456,291 |
| Philadelphia and Reading, | 20,000,000 | 67,683,952 | 12,316,777 | 100,000,729 |
| Philadelphia and Reading Terminal, | 8,500,000 | ..... | 2,859,654 | 11,359,654 |
| Philadelphia and Trenton, | 1,259,100 | ..... | 3,797,370 | 5,056,470 |
| Pickering Valley, | 95,655 | 332,300 | 834,795 | 1,262,750 |
| Pine Creek, | 1,000,000 | 3,500,000 | 947,813 | 5,447,813 |
| Pittsburg, Allegheny and McKees Rocks, | 75,000 | ..... | 26,176 | 101,176 |
| Pittsburg and Allegheny River, | 30,000 | ..... | 56,766 | 86,766 |
| Pittsburg, Bessemer and Lake Erie, | 12,000,000 | 15,961,000 | 723,160 | 28,684,160 |
| Pittsburg and Castle Shannon, | 481,400 | 200,000 | 120,674 | 802,074 |
| Pittsburg, Chartiers and Youghiogheny, | 700,000 | 316,000 | 496,726 | 1,512,726 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 52,790,691 | 64,610,025 | 6,316,316 | 123,717,032 |
| Pittsburg and Connellsville, | 1,944,653 | 14,000,000 | 24,643,781 | 40,588,434 |
| Pittsburg, Fort Wayne and Chicago, | 50,717,186 | 12,410,000 | 3,054,935 | 66,182,121 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 1,200,300 | ..... | 6,476 | 1,206,776 |
| Pittsburg Junction, | 1,940,000 | 1,740,000 | 172,606 | 3,852,606 |
| Pittsburg and Lake Erie, | 10,000,000 | 4,000,000 | 2,963,565 | 16,963,565 |
| Pittsburg, Lisbon and Western, | 5,000,000 | 988,000 | 75,750 | 6,063,750 |
| Pittsburg, McKeesport and Youghiogheny, | 3,959,650 | 3,850,000 | ..... | 7,809,650 |
| Pittsburg and Moon Run, | 100,000 | 100,000 | 6,003 | 206,003 |
| Pittsburg and Northern, | 150,000 | ..... | 61,441 | 211,441 |
| Pittsburg and Ohio Valley, | 60,000 | ..... | 113,627 | 173,627 |

| | | | | |
|---|---|---|---|---|
| Pittsburg, Shawmut and Northern, | 11,700,000 | 7,173,358 | 1,177,936 | 20,051,294 |
| Pittsburg, Summerville and Clarion, | 500,000 | ..... | 495,806 | 995,806 |
| Pittsburg, Virginia and Charleston, | 6,000,000 | 6,300,000 | 398,358 | 12,698,358 |
| Pittsburg and Western, | 13,500,000 | 13,800,000 | 672,750 | 27,972,750 |
| Pittsburg, Youngstown and Ashtabula, | 3,033,342 | 3,062,000 | 62,368 | 6,157,710 |
| Plymouth, | 12,050 | ..... | 274,495 | 286 545 |
| Pomeroy and Newark, | 500,000 | ..... | 311,929 | 811,929 |
| Portland and Northern, | 41,000 | ..... | 16,923 | 57,923 |
| Quakertown and Eastern, | 180,000 | 180,000 | 55,496 | 415,496 |
| Quemahoning Branch, | 250,000 | ..... | 147,791 | 397,791 |
| Reading Belt, | 750,000 | 750,000 | 234,928 | 1,734,928 |
| Reading and Columbia, | 958,373 | 2,000,000 | 1,320,365 | 4,278,738 |
| Reading, Marietta and Hanover, | 250,000 | ..... | 82,587 | 332,587 |
| Reynoldsville and Falls Creek, | 200,000 | 170,000 | 7,764 | 377,764 |
| Ridgway and Clearfield, | 491,000 | 491,000 | 4,092 | 986,092 |
| Rodgers, | 12,000 | 5,000 | 114 | 17,114 |
| Rupert and Bloomsburg, | 50,000 | ..... | 32,136 | 82,136 |
| Salisbury, | 117,988 | 150,000 | 1,755 | 269,743 |
| Schuylkill and Lehigh, | 600,000 | 600,000 | 35,448 | 1,235,448 |
| Schuylkill and Lehigh Valley, | 2,000,000 | 2,000,000 | 700 | 4,000,700 |
| Schuylkill River East Side, | 5,000,000 | 5,000,000 | 601,007 | 10,601,007 |
| Schuylkill Valley Navigation, | 576,050 | ..... | 14,901 | 590,951 |
| Scootac, | 18,000 | 17,500 | 7,970 | 43,470 |
| Scottdale Connecting, | 10,000 | ..... | 10,975 | 20,975 |
| Scranton, Dunmore and Moosic Lake, | 100,000 | 100,000 | 58,526 | 258,526 |
| Scranton and Northeastern, | 750,000 | 2,050,000 | ..... | 2,800,000 |
| Scranton and Spring Brook, | 25,000 | ..... | 3,218 | 28,218 |
| Shamokin, Sunbury and Lewisburg, | 2,000,000 | 2,000,000 | 250 | 4,000,250 |
| Shamokin Valley and Pottsville, | 869,450 | 2,000,000 | 35,000 | 2,904,450 |
| Sharon, | 794,100 | 414,000 | 7,523 | 1,215,623 |
| Sharpsville, | 350,000 | ..... | 221,233 | 571,233 |
| Sheffield and Tionesta, | 150,000 | ..... | 77,014 | 227,014 |
| Shenango Valley, | 60,000 | ..... | 67,787 | 127 787 |
| Shinglehouse, | 40,000 | 60,000 | ..... | 100,000 |
| Slack Water Connecting, | 10,000 | ..... | ..... | 10,000 |
| Slate Run, | 81,000 | ..... | 125,442 | 206,442 |
| Smethport, | 90,000 | ..... | 46,000 | 136,000 |
| Smithfield and Masontown, | 110,000 | ..... | 99,768 | 209,768 |
| Somerset and Cambria, | 1,000,000 | 651,000 | 3,964 | 1,654,964 |
| South Chester, | 250,000 | ..... | 5,344 | 255,344 |
| South Easton and Phillipsburg, | 75,000 | ..... | 14,253 | 89,253 |
| Southern Pennsylvania Railway and Mining Co., | 800,000 | 625,000 | 685,620 | 2,110,620 |
| South Shore, | 10,000 | ..... | 37,082 | 47,082 |

TABLE B—LIABILITIES—Continued.

| Name of Company. | Total amount of stock outstanding. | Total amount of funded debt outstanding. | Total amount of other forms of indebtedness including current liabilities. | Total railway capital. |
|---|---|---|---|---|
| Southwest Connecting, | 16,000 | ..... | 435 | 16,435 |
| Southwest Pennsylvania, | 1,499,900 | 900,000 | 374,363 | 2,774 263 |
| State Line and Sullivan, | 980,250 | 295,000 | ..... | 1,275,250 |
| St. Clair Terminal, | 1,000,000 | 969,000 | 171,577 | 2,140,577 |
| St. Mary's and Western, | 76,200 | ..... | 9,573 | 85,773 |
| Stewart, | 7,700 | ..... | ..... | 7,700 |
| Stewartstown, | 70,000 | ..... | 3,000 | 73,000 |
| Stony Creek, | 176,100 | 350,000 | 659,473 | 1,185,573 |
| Susquehanna and Buffalo, | 144,000 | ..... | 47,033 | 191,033 |
| Susquehanna, Bloomsburg and Berwick, | 1,000,000 | 700,000 | 109,579 | 1,809,579 |
| Susquehanna Connecting, | 500,000 | 109,000 | ..... | 609,000 |
| Susquehanna and New York, | 1,224 500 | 1,000,000 | 12,530 | 2,237,030 |
| Susquehanna River Western, | 150,000 | 125,000 | 12,994 | 287,994 |
| Tamaqua, Hazleton and Northern, | 300,000 | 300,000 | 172,381 | 772,381 |
| Tioga, | 580,900 | 629,500 | ..... | 1,210,400 |
| Tionesta Valley, | 500,000 | ..... | 9,252 | 509,252 |
| Tionesta Valley and Hickory, | 33,000 | ..... | ..... | 33,000 |
| Tipton, | 43,250 | ..... | 1,320 | 44,570 |
| Tresckow, | 130,000 | ..... | 154,790 | 284,790 |
| Tuscarora Valley, | 150,000 | 150,000 | 10,465 | 310,465 |
| Tylerdale Connecting, | 25,000 | ..... | 24,764 | 49,764 |
| Union, | 2,000,000 | 3,150,000 | 3,406,318 | 8,556,318 |
| Ursina and North Fork, | 20,000 | ..... | 118,226 | 138,226 |
| Valley, | 15,000 | ..... | 10,417 | 25,417 |
| Valley Conecting, | 10,000 | ..... | 16,005 | 26,005 |
| Wabash Pittsburg Terminal, | 10,000,000 | 47,000,000 | 6,938,025 | 63,938,025 |

| | | | | |
|---|---|---|---|---|
| Washington and Franklin, | 150,000 | 378,000 | 13,509 | 541,509 |
| Washington Run, | 150,000 | ..... | 2,248 | 152,248 |
| Waynesburg and Washington, | 200,550 | ..... | 44,075 | 244,625 |
| West Clarion, | 20,000 | ..... | ..... | 20,000 |
| Westinghouse Inter-Works, | 100,000 | ..... | 29,665 | 129 665 |
| Western Allegheny, | 1,000,000 | ..... | 159,636 | 1,159,636 |
| Western Maryland, | 16,009,400 | 41,923,000 | 3,902,416 | 61,834,816 |
| Western New York and Pennsylvania, | 20,000,000 | 29,990,000 | 7,566,461 | 57,556,461 |
| Western Washington, | 175,000 | ..... | 345 | 175,345 |
| West Side Belt, | 1,080,000 | 383,000 | 2,516,047 | 3,979,047 |
| Wheeling, Pittsburg and Baltimore, | 5,500,000 | 5,500,000 | 1,189,750 | 12,189,750 |
| Wilkes-Barre, | 250,000 | 750,000 | ..... | 1,000,000 |
| Wilkes-Barre and Eastern, | 3,000,000 | 3,000,000 | 21,370 | 6,021,370 |
| Wilkes-Barre and Harvey's Lake, | 150,000 | 205,861 | ..... | 355,861 |
| Wilkes-Barre and Hazleton, | 1,500,000 | 1,500,000 | 96,107 | 3,096,107 |
| Wilkes-Barre and Scranton, | 500,000 | 500,000 | 89,687 | 1,089,687 |
| Williamsport and North Branch, | 1,325,362 | 605,000 | 64,895 | 1,995,257 |
| Williams Valley, | 90,000 | 120,000 | 5,926 | 215,926 |
| Wilmington and Northern, | 1,500,000 | 776,000 | 67,965 | 2,343,965 |
| Winfield, | 10,000 | ..... | 18,678 | 28,678 |
| Wyoming and Pond Creek, | 15,100 | ..... | 5,706 | 20,806 |
| York, Hanover and Frederick, | 400,000 | 150,000 | 118,883 | 668,883 |
| York Haven and Rowenna, | 100,000 | 1,200,000 | 41,560 | 1,341,560 |
| Youghiogheny, Northern, | 400,000 | ..... | 3,200 | 403,200 |
| Youghiogheny and Wick Haven, | 18,000 | ..... | ..... | 18,000 |
| Total, | 1,720,900,881 | 1,857,138,433 | 351,341,897 | 3,929,381,211 |

COMPARATIVE TABLE FOR FIVE YEARS.

| | | | | |
|---|---|---|---|---|
| 1901, | $1,413,433,325 | $1,380,747,413 | $292,509,467 | $3,086,690,205 |
| 1902, | 1,489,513,977 | 1,437,494,883 | 310,177,733 | 3,237,126,593 |
| 1903, | 1,673,826,362 | 1,533,658,571 | 393,740,399 | 3,601,225,332 |
| 1904, | 1,703,474,639 | 1,660,759,168 | 319,727,521 | 3,683,961,328 |
| 1905, | 1,720,900,881 | 1,857,138,433 | 351,341,897 | 3,929,381,211 |

*Financial report.

†Operating report.

b This company is operated by the Lehigh Coal and Navigation Company, which is claimed not to be a common carrier, but according to the report of the Lehigh and Susquehanna Company, all revenues are received by the said Lehigh Coal and Navigation Company.

The report of this company shows that it has no capital stock, bonded or floating indebtedness, therefore, the amount of cost of road and equipment is inserted as representing its capital stock, "authorized and outstanding."

TABLE C—ASSETS.

| Name of Company. | Total cost of roads owned. | Total cost of equipment owned. | Stocks and bonds owned. | Cash and current assets. | Other assets. | Total assets. |
|---|---|---|---|---|---|---|
| Allegheny Junction, | $5,000 | ..... | ..... | 833 | ..... | 5,833 |
| Allegheny and South Side, | 50,000 | 13,629 | ..... | ..... | ..... | 63,629 |
| Allegheny Terminal, | 165,586 | ..... | ..... | ..... | ..... | 165,586 |
| Allegheny Valley, | 42,384,691 | 1,674,087 | ..... | 543,356 | 797,492 | 45,399,626 |
| Allegheny and Western, | 4,311,518 | 972,193 | ..... | 20,000 | ..... | 5,303,711 |
| Allentown, | 1,085,748 | ..... | ..... | 48,425 | ..... | 1,134,173 |
| Allentown Terminal, | 1,044,729 | ..... | ..... | 17,771 | ..... | 1,062,500 |
| Altoona and Beech Creek, | 120,267 | ..... | ..... | 7,634 | 924 | 128,825 |
| Arnot and Pine Creek, | 258,351 | ..... | ..... | ..... | ..... | 258,351 |
| Bald Eagle Valley, | 1,896,376 | ..... | ..... | 1,238,778 | 130,759 | 3,265,913 |
| Baltimore and Cumberland Valley, | 149,500 | ..... | ..... | 2,214 | 7,396 | 159,110 |
| Baltimore and Cumberland Valley Extension, | 637,135 | ..... | ..... | 21,365 | 21,350 | 679,850 |
| Baltimore and Harrisburg, | 1,438,012 | ..... | ..... | 240,768 | ..... | 1,678,780 |
| Baltimore and Harrisburg, Eastern Extension, | 570,730 | ..... | ..... | 14,094 | ..... | 584,824 |
| Baltimore and Harrisburg, Western Extension, | 264,551 | ..... | ..... | 218,949 | 12,848 | 496,348 |
| Baltimore and Ohio, | 309,637,204 | 50,662,721 | 43,548,659 | 43,884,062 | 18,401,536 | 466,134,185 |
| Baltimore and Philadelphia, | 11,153,171 | ..... | ..... | ..... | ..... | 11,153,171 |
| Bangor and Portland, | a 901,672 | ..... | ..... | 42,465 | ..... | 944,137 |
| Bare Rock, | 18,687 | 7,325 | ..... | 400 | ..... | 26,412 |
| Beaver and Elwood, | 295,145 | 8,610 | 2,000 | 20,333 | ..... | 326,088 |
| Beaver Valley, | 101,032 | 5,100 | ..... | 705 | 2,543 | 109,380 |
| Bedford and Bridgeport, | 2,305,112 | ..... | ..... | 38,710 | 28,780 | 2,372,602 |
| Bedford and Hollidaysburg, | 193,371 | ..... | ..... | 11,442 | ..... | 204,813 |
| Beech Creek, | a 12,575,740 | ..... | ..... | ..... | ..... | 12,575,740 |
| Beech Creek Extension, | 10,726,133 | ..... | ..... | ..... | ..... | 10,726,133 |
| Bellefonte Central, | 608,124 | ..... | ..... | 7,144 | 18,301 | 633,569 |
| Bells Run, | 30,814 | ..... | ..... | 1,163 | ..... | 31,977 |
| Belvidere-Delaware, | 4,134,837 | ..... | ..... | 480,702 | 201,623 | 4,826,162 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Berlin, | 113,615 | ..... | ..... | ..... | ..... | 113,615 |
| Bessemer and Lake Erie, | 517,125 | 1,511,693 | 10 | 442,888 | 1,095,896 | 3,567,612 |
| Big Level and Kinzua, | a 200,608 | ..... | ..... | 498 | ..... | 201,106 |
| Bloom Run, | 75,246 | ..... | ..... | ..... | ..... | 75,246 |
| Bloomsburg and Sullivan, | 1,199,000 | ..... | ..... | 59,014 | ..... | 1,258,014 |
| Bradford and Western Pennsylvania, | 30,961 | 7,170 | ..... | 43 | ..... | 38,174 |
| Brock, | 20,000 | 3,950 | ..... | 9,364 | ..... | 33,314 |
| Brockport and Shawmut, | 21,195 | ..... | ..... | ..... | ..... | 21,195 |
| Brookville, | 71,493 | ..... | ..... | ..... | ..... | 71,493 |
| Brownstone and Middletown, | 20,000 | 7,550 | ..... | 664 | ..... | 28,214 |
| Buffalo, Bradford and Kane, | a 223,374 | ..... | 85,000 | 2,682 | ..... | 311,056 |
| Buffalo, Bradford and Pittsburg, | 3,114,290 | ..... | ..... | ..... | ..... | 3,114,290 |
| Buffalo, Rochester and Pittsburg, | 21,930,077 | 9,327,989 | 1,003,671 | 1,816,824 | 1,323,094 | 35,401,655 |
| Buffalo and Susquehanna, | 10,123,599 | 828,776 | 4,241,701 | 617,986 | 583,444 | 16,395,506 |
| Cambria and Clearfield, | 9,015,284 | 433,693 | 13,087 | 276,984 | 236,210 | 9,975,258 |
| Cammal and Black Forest, | 109,648 | 18,398 | ..... | 5,346 | 7,300 | 140,692 |
| Catasauqua and Fogelsville, | 555,882 | 7,040 | ..... | 148,785 | 13,394 | 725,101 |
| Catawissa, | 6,711,586 | ..... | 165,180 | 6,374 | 3,548 | 6,886,688 |
| Central Railroad of New Jersey, | 36,287,013 | 23,012,581 | 21,888,277 | 6,520,786 | 5,596,927 | 93,305,584 |
| Central Railroad of Pennsylvania, | 995,897 | 59,222 | ..... | 74,753 | 921,782 | 2,051,654 |
| Central Trunk, | 12,500 | ..... | ..... | ..... | ..... | 12,500 |
| Central Valley, | a 1,500,000 | ..... | ..... | ..... | ..... | 1,500,000 |
| Chartiers, | 2,094,449 | ..... | 103,279 | 90,985 | ..... | 2,288 713 |
| Cherry Tree and Dixonville, | 968,416 | ..... | ..... | 10,969 | 313 | 979,698 |
| Chester Creek, | 457,100 | ..... | ..... | 11,148 | ..... | 468 248 |
| Chester and Delaware River, | 259,126 | ..... | ..... | 24,837 | ..... | 283,963 |
| Chestnut Hill, | 195,650 | ..... | ..... | 95 | ..... | 195,745 |
| Chestnut Ridge, | 146,145 | 4,621 | 18,005 | 3,706 | 75 | 172,552 |
| Cheswick and Harmer, | 144,564 | 38 | ..... | 10,120 | 860 | 155,582 |
| Clarion River, | 104,170 | 15,830 | ..... | ..... | ..... | 120,000 |
| Clearfield and Mahoning, | 1,323,230 | 98,000 | ..... | ..... | ..... | 1,421,230 |
| Cleveland and Pittsburg, | 20,313,484 | 5,047,553 | ..... | 180,595 | 283,992 | 25,825,624 |
| Coal Glen, | ..... | ..... | ..... | 1,775 | ..... | 1,775 |
| Colebrookdale, | 672,342 | ..... | ..... | 103,174 | ..... | 775,516 |
| Columbia and Port Deposit, | 2,820,778 | ..... | ..... | 156,712 | ..... | 2,977,490 |
| Confluence and Oakland, | 322,618 | ..... | ..... | ..... | ..... | 322,618 |
| Connecting, | 5,611,334 | ..... | ..... | 20,439 | 640,214 | 6,271,987 |
| Connellsville and Monongahela, | 1,458,841 | ..... | ..... | 2,087 | ..... | 1,460,928 |
| Cornwall, | 712,211 | 98,525 | ..... | 47,370 | 46,864 | 904,970 |
| Cornwall and Lebanon, | 1,468,748 | 379,591 | 13,500 | 117,438 | 4,138 | 1,983,415 |
| Coudersport and Port Allegheny, | 528,163 | 36,900 | ..... | 13,530 | ..... | 578,593 |
| Cumberland Valley, | a 2,510,733 | ..... | 522,588 | 348,593 | 346,918 | 3,728 832 |
| Cumberland Valley and Waynesboro, | 134,155 | ..... | ..... | 23,560 | ..... | 157,715 |
| Delaware and Hudson,* | 29,296,585 | 9,963,474 | 12,724,895 | 2,331,031 | 4,316,338 | 58,632,323 |

TABLE C—ASSETS—Continued.

| Name of Company. | Total cost of roads owned. | Total cost of equipment owned. | Stocks and bonds owned. | Cash and current assets. | Other assets. | Total assets. |
|---|---|---|---|---|---|---|
| Delaware, Lackawanna and Western, | 17,506,386 | 8,019,201 | 13,366,574 | 15,541,765 | 7,507,958 | 61,941,884 |
| Delaware River Railroad and Bridge Co., | 2,600,000 | ..... | ..... | 232,285 | ..... | 2,832,285 |
| Delaware River and Union, | 28,933 | ..... | ..... | 666 | ..... | 29,599 |
| Delaware, Susquehanna and Schuylkill, | a 1,533,384 | ..... | ..... | 511,559 | 8,090 | 2,053,033 |
| Delaware Valley, | 289,000 | ..... | ..... | 9,165 | 127 | 298,292 |
| Dents Run, | 52,019 | 2,988 | ..... | 100 | ..... | 55,107 |
| Dillsburg and Mechanicsburg, | 216,354 | ..... | ..... | 3,590 | ..... | 219,944 |
| Donora Southern, | 111,780 | ..... | 5,168 | 59,493 | ..... | 176,441 |
| Dunkirk, Allegheny Valley and Pittsburg,† | a 4,237,000 | ..... | ..... | ..... | ..... | 4,237,000 |
| East Berlin, | 50,800 | 2,000 | ..... | 74 | ..... | 52,874 |
| Eaglesmere, | 122,187 | 13,063 | ..... | 10,000 | ..... | 145,250 |
| East Broad Top, | 948,021 | 198,054 | 91,885 | 321,177 | 5,384 | 1,564,521 |
| East Mahonoy, | 497,793 | ..... | ..... | 10,758 | ..... | 508,551 |
| East Pennsylvania, | 1,905,586 | ..... | ..... | ..... | 481,541 | 2,387,127 |
| Easton and Northern, | 867,792 | ..... | ..... | ..... | ..... | 867,792 |
| Eddystone and Delaware River, | 26,187 | 4,518 | ..... | 2,693 | 501 | 33,899 |
| Elk and Highlands, | 51,494 | 21,864 | ..... | 26,103 | ..... | 99,461 |
| Elmira and Williamsport, | 2,181,000 | 352,000 | 3,600 | 1,179 | ..... | 2,537,779 |
| Ellwood Connecting, | 50,000 | ..... | ..... | 8,711 | ..... | 58,711 |
| Ellwood Short Line, | 600,000 | ..... | ..... | ..... | ..... | 600,000 |
| Emporium and Rich Valley, | 128,792 | 38,399 | ..... | 1,024 | ..... | 168,215 |
| Erie, | 326,625,072 | c 24,212,610 | 19,718,299 | 10,800,776 | 6,391,596 | 387,748,353 |
| Erie and Pittsburg, | 7,012,620 | ..... | 3,171 | 155,470 | ..... | 7,171,261 |
| Erie and Wyoming Valley, | 2,415,029 | 138,146 | ..... | ..... | ..... | 2,553,175 |
| Etna and Montrose, | ..... | ..... | ..... | 83,936 | 60,000 | 143,936 |
| Fairmont, Morgantown and Pittsburg, | 6,103,462 | ..... | ..... | ..... | ..... | 6,103,462 |
| Fall Brook, | 5,000,000 | ..... | ..... | ..... | ..... | 5,000,000 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Fayette County, | 108 654 | ..... | ..... | ..... | ..... | 108,654 |
| Gettysburg and Harrisburg, | 600,000 | 565,000 | ..... | 76,942 | ..... | 1,241,942 |
| Glenwood, | 20,000 | ..... | ..... | 609,916 | ..... | 629,916 |
| Hanover and Newport, | 50,000 | ..... | ..... | 466,845 | ..... | 516,845 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 1,881,210 | ..... | 166,924 | 62,043 | ..... | 2,110,177 |
| Hooverhurst and Southwestern, | 214,762 | 6,596 | ..... | 15,491 | 3,765 | 240,614 |
| Hunter's Run and Slate Belt, | 53,019 | 6,589 | ..... | 4,367 | 3,592 | 67,567 |
| Huntingdon and Broad Top Mountain, | a 5,836,955 | 34,250 | ..... | 235,025 | 477,491 | 6,583,721 |
| Ironton, | 171,900 | 28,100 | ..... | 115,362 | 675 | 316,037 |
| Jamestown and Franklin, | 2,718,611 | ..... | ..... | 8,292 | 23,735 | 2,750,638 |
| Jefferson, | 6,605,290 | ..... | ..... | ..... | ..... | 6,605,290 |
| Jersey Shore and Antes Fort, | 27,600 | 10,985 | ..... | 11,269 | 450 | 50,304 |
| Johnsonburg, | 400,953 | ..... | ..... | 772 | 3,700 | 405,425 |
| Johnsonburg and Bradford, | 1,040 678 | ..... | ..... | ..... | ..... | 1,040,678 |
| Johnstown and Stony Creek, | 79,201 | 16,240 | ..... | 8,332 | 245 | 104,018 |
| Junction, | 1,036,019 | ..... | ..... | 15,937 | ..... | 1,051,956 |
| Kane and Elk, | 99,368 | 25,259 | ..... | 5,914 | ..... | 130,541 |
| Keating and Smethport, | 14,259 | 4,575 | ..... | 238 | ..... | 19,072 |
| Kersey, | 150,000 | ..... | ..... | ..... | ..... | 150,000 |
| Ketner and Kay Fork, | 53,410 | 3,032 | ..... | 553 | ..... | 56,995 |
| Kinzua Hemlock, | 95,618 | ..... | ..... | 812 | ..... | 96,430 |
| Kinzua and Tiona, | 44,075 | 9,935 | ..... | ..... | ..... | 54,010 |
| Kinzua Valley, | 110,950 | ..... | ..... | 344 | ..... | 111,294 |
| Kishacoquillas Valley, | 81,495 | 15,845 | ..... | 9,455 | 6,849 | 113,644 |
| Kushequa, | 247,211 | 22,355 | ..... | ..... | ..... | 269,566 |
| Lackawanna and Montrose, | 131,290 | ..... | ..... | 18,668 | ..... | 149,958 |
| Lackawanna and Wyoming Valley, | a 600,000 | ..... | ..... | 80,404 | 5,116 | 685,520 |
| Lake Shore and Michigan Southern, | 66,700,000 | 17,300,000 | 70,129,455 | 13,972,478 | 7,718,004 | 175,819,937 |
| Lancaster, Oxford and Southern, | a 119,686 | ..... | ..... | 3,379 | ..... | 123,065 |
| Lancaster and Quarryville, | 350,000 | ..... | ..... | 67,929 | ..... | 417,929 |
| Leetonia, | 111,509 | 38,387 | ..... | 6,363 | 23,114 | 179,373 |
| Lehigh and New England, | 3,071,616 | 135,886 | ..... | 347,043 | 17,505 | 3,572,050 |
| Lehigh and Susquehanna, | f 15,965,563 | ..... | ..... | ..... | ..... | 15,965,563 |
| Lehigh Valley, | 18,639,292 | 29,770,870 | 34,046,673 | 11,981,129 | 20,458,982 | 114,896,946 |
| Lewisburg and Buffalo Valley, | 20,000 | 10,000 | ..... | 18,500 | ..... | 48,500 |
| Lewisburg and Tyrone, | 1,567,553 | ..... | ..... | 2,512 | ..... | 1,570,065 |
| Ligonier Valley, | 281,117 | 30,440 | ..... | 55,429 | ..... | 366,986 |
| Little Schuylkill Navigation, | 2,405,944 | ..... | 84,160 | 67,716 | ..... | 2,557,820 |
| Loyalsock, | 828,701 | ..... | ..... | ..... | ..... | 828,701 |
| Lykens Valley, | 578,767 | 17,000 | 16,346 | 1,526 | ..... | 613,639 |
| McKeesport Connecting, | 19,143 | 40,958 | ..... | 154,013 | ..... | 214,114 |
| McKeesport Terminal, | 6,522 | 13,478 | ..... | ..... | ..... | 20,000 |
| Mahoning State Line, | 111,708 | ..... | ..... | ..... | ..... | 111,708 |

TABLE C—ASSETS—Continued.

| Name of Company. | Total cost of roads owned. | Total cost of equipment owned. | Stocks and bonds owned. | Cash and current assets. | Other assets. | Total assets. |
|---|---|---|---|---|---|---|
| Mahoning Valley, | 72,290 | 186,862 | ..... | 7,263 | ..... | 266,415 |
| Maryland and Pennsylvania, | 3,460,697 | 141,753 | ..... | 116,684 | 11,250 | 3,730,384 |
| Masontown and New Salem, | 238,791 | ..... | ..... | 11,659 | ..... | 250,450 |
| Meadville, Conneaut Lake and Linesville, | 400,000 | ..... | ..... | ..... | ..... | 400,000 |
| Mead Run, | 24,264 | 5,300 | ..... | 9,658 | ..... | 39,222 |
| Mercer Valley, | 274,248 | 107,585 | ..... | 74,483 | ..... | 456,316 |
| Midway and Oakdale, | 44,987 | ..... | ..... | 136 | ..... | 45,123 |
| Middletown and Hummelstown, | 187,593 | ..... | ..... | 4,274 | ..... | 191,867 |
| Mill Creek and Mine Hill, | 323,045 | ..... | ..... | 21,054 | ..... | 344,099 |
| Mine Hill and Schuylkill Haven, | 4,165,572 | ..... | 456,000 | 31,953 | ..... | 4,653,525 |
| Monongahela, | 2,746,385 | 148,288 | ..... | 152,724 | 16,932 | 3,064,329 |
| Monongahela Connecting, | 1,527,222 | 419,279 | ..... | 147,410 | 70,743 | 2,164,654 |
| Montour, | 225,658 | 88,535 | ..... | 56,506 | 35,730 | 406,429 |
| Montrose, | 431,812 | ..... | ..... | ..... | ..... | 431,812 |
| Mount Carbon and Port Carbon, | 282,815 | ..... | ..... | 27,979 | ..... | 310,794 |
| Mount Jewett, Kinzua and Riterville, | 70,325 | 26,952 | ..... | 69,346 | 14,499 | 181,122 |
| Mount Penn Gravity, | 118,259 | 36,716 | ..... | 4,927 | ..... | 159,902 |
| Mount Pleasant and Broadford, | 210,653 | ..... | ..... | ..... | ..... | 210,653 |
| Mount Pleasant and Latrobe, | 8,217 | 4,813 | ..... | 204 | ..... | 13,234 |
| Moosic Mountain and Carbondale, | 150,000 | ..... | ..... | ..... | ..... | 150,000 |
| Nesquehoning Valley, | 1,469,989 | ..... | ..... | 520 | ..... | 1,470,509 |
| Neversink Mountain, | 221,627 | 5,029 | ..... | 512 | ..... | 227,168 |
| New Castle and Beaver Valley, | 700,000 | ..... | ..... | 240,244 | 900 | 941,144 |
| New Castle and Butler, | 20,000 | 34,237 | ..... | ..... | ..... | 54,237 |
| New Castle and Lowell, | 1,136,885 | ..... | ..... | 444,557 | ..... | 1,581,442 |
| New Haven and Dunbar, | 62,431 | 44,316 | ..... | 5,372 | ..... | 112,119 |
| Newport and Sherman's Valley, | 317,259 | 65,026 | ..... | 13,500 | ..... | 395,785 |
| New York Central and Hudson River, | 146,565,016 | 50,688,034 | 138,728,475 | 24,251,121 | 41,899,959 | 402,132,605 |

| | | | | | | |
|---|---|---|---|---|---|---|
| New York, Chicago and St. Louis, | 46,086,158 | 3,720,846 | ..... | 2,462,367 | 346,451 | 52,614,822 |
| New York, Lake Erie and Western Coal, | 2,246,629 | ..... | ..... | ..... | 1,100,956 | 3,347,585 |
| New York, Lackawanna and Western of Penna. | b 12,000 | ..... | ..... | ..... | ..... | 12,000 |
| New York, Ontario and Western, | 68,417,902 | 6,026,761 | 13,179,077 | 1,812,544 | 1,401,067 | 90,837,351 |
| New York and Pennsylvania, | a 1,070,000 | ..... | ..... | 3,352 | ..... | 1,073,352 |
| New York, Susquehanna and Western, | 31,320,569 | 2,561,407 | 5,283,241 | 1,216,359 | 708,353 | 41,089,929 |
| Nittany Valley, | 167,764 | 14,574 | ..... | 5,449 | ..... | 187,787 |
| Norristown Junction, | 57,630 | ..... | ..... | 5,054 | ..... | 62,684 |
| Norristown and Main Line Connecting, | 325,458 | ..... | ..... | 1,698 | ..... | 327,156 |
| Northern Central, | 16,001,078 | 4,980,284 | 6,756,219 | 1,842,283 | 1,737,054 | 31,316,918 |
| Northern Liberties, | 5,572 | ..... | ..... | 16,915 | 2,011 | 24,498 |
| North Bend and Kettle Creek, | 272,927 | 50,556 | ..... | ..... | 100 | 323,583 |
| North Pennsylvania, | 10,538,213 | 1,752,136 | 46,765 | 347,936 | 347,158 | 13,032,208 |
| North East Pennsylvania, | 772,424 | ..... | ..... | 11,037 | ..... | 783,461 |
| Northampton and Bath, | 276,974 | 46,985 | ..... | 288,865 | ..... | 612,824 |
| Nypano, | 48,000,000 | ..... | ..... | ..... | ..... | 48,000,000 |
| Ohio and Baltimore Short Line, | 1,544,832 | ..... | ..... | ..... | ..... | 1,544,832 |
| Ohio Connecting, | 4,005,488 | ..... | ..... | 617 669 | ..... | 4,623,157 |
| Ohio River Junction, | 192,603 | 4,139 | ..... | 19,771 | 55,055 | 271,568 |
| Oley Valley, | 458,627 | 55,996 | ..... | 6,897 | 81 | 521,601 |
| Oleona, | 74,742 | ..... | ..... | 1,800 | ..... | 76,542 |
| Oleona and Germania, | 44,912 | ..... | ..... | ..... | ..... | 44,912 |
| Ontario, Carbondale and Scranton, | 3,802,632 | ..... | ..... | 14,732 | ..... | 3,817,364 |
| Pencoyd and Philadelphia, | 35,538 | ..... | ..... | 2,313 | ..... | 37,851 |
| Pennsylvania, | 148,849,238 | 50,304,427 | 219,645,944 | 137,481,856 | 44,967,933 | 601,249,398 |
| Pennsylvania Company, | 1,225,590 | 8,266,723 | 116,728,954 | 28,487,220 | 21,578,504 | 176,286,991 |
| Pennsylvania and New York Canal and Railroad | 11,021,702 | ..... | ..... | 39,998 | ..... | 11,061,700 |
| Pennsylvania West. and Ohio River Connecting | 3,501 | 12,980 | ..... | 750 | ..... | 17,231 |
| People's, | 99,246 | 1,287 | ..... | 35,112 | ..... | 135,645 |
| Perkiomen, | 3,461,406 | 510 | ..... | 405,755 | 10,968 | 3,878,639 |
| Philadelphia, Baltimore and Washington, | 32,545,025 | 4,079,284 | 8,041,251 | 7,061,045 | 4,528,729 | 56,255,334 |
| Philadelphia and Baltimore Central, | 4,132,730 | ..... | 1,100 | 287,319 | 358,802 | 4,779,951 |
| Philadelphia Belt Line, | 225,645 | ..... | ..... | 621 | ..... | 226,266 |
| Philadelphia and Chester Valley, | 1,103,730 | ..... | ..... | 25,381 | ..... | 1,129,111 |
| Philadelphia and Delaware County, | 609,109 | ..... | ..... | 1,068 | 25,499 | 635,676 |
| Philadelphia and Erie, | 30,466,182 | ..... | 28,963 | 1,375,245 | 138,726 | 32,009,116 |
| Philadelphia and Frankford, | 733,442 | ..... | ..... | 520,069 | ..... | 1,253,511 |
| Philadelphia, Germantown and Norristown, | 1,639,872 | 367,988 | 8,802 | 15,156 | 281,021 | 2,312,839 |
| Philadelphia, Harrisburg and Pittsburg, | 3,997,113 | ..... | ..... | 35,002 | ..... | 4,032,115 |
| Philadelphia, Newton and New York, | 2,703,213 | ..... | ..... | 33,299 | 4,015 | 2,729,527 |
| Philadelphia and Reading, | 82,252,694 | ..... | 1,295,000 | 11,971,559 | 14,869,007 | 110,388,260 |
| Philadelphia and Reading Terminal, | 11,358,456 | ..... | ..... | 1,198 | ..... | 11,359,654 |
| Philadelphia and Trenton, | 5,655,358 | ..... | 94,656 | 10 | ..... | 5,750,024 |

TABLE C—ASSETS—Continued.

| Name of Company. | Total cost of roads owned. | Total cost of equipment owned. | Stocks and bonds owned. | Cash and current assets. | Other assets. | Total assets. |
|---|---|---|---|---|---|---|
| Pickering Valley, | 481,099 | ..... | ..... | 24,441 | ..... | 505,540 |
| Pine Creek, | 5,456,007 | ..... | ..... | ..... | ..... | 5,456,007 |
| Pittsburg, Allegheny and McKees Rocks, | 10,200 | 92,799 | ..... | 51,300 | ..... | 154,299 |
| Pittsburg and Allegheny River, | 20,478 | 17,113 | ..... | 49,175 | ..... | 86,766 |
| Pittsburg, Bessemer and Lake Erie, | 21,905,627 | 6,295,292 | ..... | ..... | ..... | 28,200,919 |
| Pittsburg and Castle Shannon, | 330,659 | 40,516 | ..... | 52,183 | 241,357 | 664,715 |
| Pittsburg, Chartiers and Youghiogheny, | 1,155,102 | 221,316 | ..... | 227,403 | 10,163 | 1,613,984 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 93,251,115 | 10,687,873 | 2,518,118 | 5,305,139 | 16,351,743 | 128,113,938 |
| Pittsburg and Connellsville, | 24,291,682 | ..... | 2,803,240 | ..... | 183,117 | 27,278,039 |
| Pittsburg, Fort Wayne and Chicago, | 49,571,159 | 12,720,207 | ..... | 2,043,772 | 13,210,208 | 77,545,346 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 882,284 | 237,181 | ..... | 8,380 | 68,555 | 1,196,400 |
| Pittsburg Junction, | 3,669,093 | 79,860 | 200,000 | 33,747 | ..... | 3,982,700 |
| Pittsburg and Lake Erie, | 10,267,973 | 6,641,961 | 933,807 | 5,271,251 | 491,345 | 23,606,337 |
| Pittsburg, Lisbon and Western, | 5,957,682 | 36,521 | ..... | 20,181 | ..... | 6,014,384 |
| Pittsburg, McKeesport and Youghiogheny, | 7,426,603 | 383,047 | ..... | ..... | ..... | 7,809,650 |
| Pittsburg and Moon Run, | 182,265 | 15,256 | ..... | 32,917 | 3,569 | 234,007 |
| Pittsburg and Northern, | 150,000 | ..... | ..... | ..... | ..... | 15,000 |
| Pittsburg and Ohio Valley, | 162,127 | ..... | ..... | 34,503 | 2,981 | 150,000 |
| Pittsburg, Shawmut and Northern, | 13,018,486 | 637,947 | 4,950,000 | 868,949 | 78,116 | 19,553,498 |
| Pittsburg, Summerville and Clarion, | a 986,990 | ..... | ..... | 7,885 | ..... | 994,875 |
| Pittsburg, Virginia and Charleston, | 13,032,423 | ..... | ..... | 316,048 | 221,615 | 13,570,086 |
| Pittsburg and Western, | 27,672,750 | ..... | 300,000 | ..... | ..... | 27,972,750 |
| Pittsburg, Youngstown and Ashtabula, | 5,398,342 | 697,000 | ..... | 1,414 | 36,501 | 6,133,257 |
| Plymouth, | 286,545 | ..... | ..... | ..... | ..... | 286,545 |
| Pomeroy and Newark, | 502,206 | ..... | ..... | 10 | ..... | 502,216 |
| Portland and Northern, | 66,812 | 1,142 | ..... | 2,169 | ..... | 70,123 |
| Quakertown and Eastern, | 379 790 | 10,619 | ..... | 8,836 | 1,455 | 400,700 |
| Quemahoning Branch, | 397 791 | ..... | ..... | ..... | ..... | 397,791 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Reading Belt, | 1,724,867 | ..... | ..... | 10,061 | ..... | 1,734,928 |
| Reading and Columbia, | 2,360,397 | 41,509 | ..... | 61,092 | 9,498 | 2,472,496 |
| Reading, Marietta and Hanover, | 332,587 | ..... | ..... | ..... | ..... | 332,587 |
| Reynoldsville and Falls Creek, | 343,928 | 20,125 | ..... | 201,196 | 878 | 566,127 |
| Ridgway and Clearfield, | 988,180 | ..... | ..... | 12,471 | ..... | 1,000,651 |
| Rodgers, | 7,898 | 8,900 | ..... | 559 | ..... | 17,357 |
| Rupert and Bloomsburg, | 58,242 | ..... | ..... | 6,051 | ..... | 64,293 |
| Salisbury, | 331,377 | ..... | ..... | ..... | ..... | 331,377 |
| Schuylkill and Lehigh, | 1,213,800 | ..... | ..... | 21,648 | ..... | 1,235,448 |
| Schuylkill and Lehigh Valley, | 4,000,000 | ..... | 700 | ..... | ..... | 4,000,700 |
| Schuylkill River, East Side, | 10,601,007 | ..... | ..... | ..... | ..... | 10,601,007 |
| Schuylkill Valley Navigation, | 576,841 | ..... | ..... | 18,046 | ..... | 594,887 |
| Scootac, | 35,349 | 3,243 | ..... | 7,119 | 88 | 45,799 |
| Scottdale Connecting, | ..... | ..... | ..... | 16,201 | 1,218 | 17,419 |
| Scranton, Dunmore and Moosic Lake, | 216,216 | 36,920 | ..... | ..... | ..... | 253,133 |
| Scranton and Northeastern, | 2,800,000 | ..... | ..... | ..... | ..... | 2,800,000 |
| Scranton and Spring Brook, | 39,475 | 4,775 | ..... | ..... | ..... | 44,250 |
| Shamokin, Sunbury and Lewisburg, | 3,998,904 | ..... | ..... | 1,346 | ..... | 4,000,250 |
| Shamokin Valley and Pottsville, | 1,208,050 | ..... | 5,222 | 48,798 | 1,654,759 | 2,916 829 |
| Sharon, | 1,208,123 | ..... | ..... | 19,584 | ..... | 1,227,707 |
| Sharpsville, | 422,590 | 26,856 | ..... | 46,288 | ..... | 495,734 |
| Sheffield and Tionesta, | 224,647 | ..... | ..... | 27,892 | ..... | 252,539 |
| Shenango Valley, | 127 787 | ..... | ..... | ..... | ..... | 127,787 |
| Shinglehouse, | 100,000 | ..... | ..... | ..... | ..... | 100,000 |
| Slack Water Connecting, | 4,800 | 5,200 | ..... | 6,891 | ..... | 16,891 |
| Slate Run, | 65,757 | 37,128 | ..... | ..... | ..... | 102,885 |
| Smethport, | 128,963 | 8,000 | ..... | 23 | ..... | 136,986 |
| Smithfield and Masontown, | 209,768 | ..... | ..... | ..... | ..... | 209,768 |
| Somerset and Cambria, | 1,389,911 | ..... | ..... | 272,957 | ..... | 1,662,868 |
| South Chester, | 229,450 | ..... | ..... | 25,894 | ..... | 255,344 |
| South Easton and Phillipsburg, | 89,253 | ..... | ..... | ..... | ..... | 89,253 |
| Southern Pennsylvania Railway and Mining Co. | 1,426,573 | ..... | ..... | ..... | ..... | 1,426,573 |
| South Shore, | 20,008 | 16,487 | ..... | 6,936 | ..... | 43,431 |
| Southwest Connecting, | 14,336 | ..... | ..... | 3,578 | ..... | 17,914 |
| Southwest Pennsylvania, | 2,690,783 | ..... | ..... | 1,116,056 | 280,791 | 4,087,630 |
| State Line and Sullivan, | 625,000 | ..... | 95,125 | 164,998 | 500,000 | 1,385,123 |
| St. Clair Terminal, | 1,825,851 | 238,201 | ..... | 33,466 | ..... | 2,097,518 |
| St. Mary's and Western, | 79,267 | ..... | ..... | 8,643 | ..... | 87,910 |
| Stewart, | 7,114 | ..... | ..... | ..... | ..... | 7,114 |
| Stewartstown, | 96.169 | 12,149 | ..... | 1,387 | 653 | 110,358 |
| Stony Creek, | 535,773 | ..... | ..... | 17,657 | 1,540 | 554,970 |
| Susquehanna and Buffalo, | 46,462 | 706 | ..... | 1,254 | 123,840 | 172,162 |
| Susquehanna, Bloomsburg and Berwick, | 1,672,118 | 27,890 | ..... | 88,351 | 20,667 | 1,809,026 |
| Susquehanna Connecting, | 609,000 | ..... | ..... | ..... | ..... | 609,000 |

TABLE C—ASSETS—Continued.

| Name of Company. | Total cost of roads owned. | Total cost of equipment owned. | Stocks and bonds owned. | Cash and current assets. | Other assets. | Total assets. |
|---|---|---|---|---|---|---|
| Susquehanna and New York, | 860,791 | 175,193 | 125,000 | 42,184 | 1,104,436 | 2,307,604 |
| Susquehanna River, Western, | 266,936 | 22,562 | ..... | 2,728 | ..... | 292,226 |
| Tamaqua, Hazleton and Northern, | 670,426 | ..... | ..... | 25,632 | ..... | 696,058 |
| Tioga, | 1,282,524 | ..... | ..... | ..... | 42,743 | 1,325,267 |
| Tionesta Valley, | 419,497 | 80,503 | ..... | 43,522 | 50,888 | 594,410 |
| Tionesta Valley and Hickory, | 33,000 | ..... | ..... | 2,154 | ..... | 35,154 |
| Tipton, | 43,250 | ..... | ..... | 11,684 | ..... | 54,934 |
| Tresckow, | 284,790 | ..... | ..... | ..... | ..... | 284,790 |
| Tuscarora Valley, | 280,173 | 26,995 | ..... | 533 | ..... | 307,701 |
| Tylerdale Connecting, | 49,764 | ..... | ..... | ..... | ..... | 49,764 |
| Union, | 7,187,764 | 1,645,663 | 160,000 | 673,319 | 76,925 | 9,743,671 |
| Ursina and North Fork, | 87,925 | 12,873 | ..... | 1,759 | ..... | 102,557 |
| Valley, | 9,000 | 13,688 | 600 | 1,888 | 2,519 | 27,695 |
| Valley Connecting, | 3,600 | 6,000 | ..... | 16,005 | 400 | 26,005 |
| Wabash, Pittsburg Terminal, | 45,663,010 | 16,134 | 12,659,740 | 3,629,196 | 1,032,973 | 63,001,053 |
| Washington and Franklin, | 528,298 | ..... | ..... | 13,211 | ..... | 541,509 |
| Washington Run, | 201,355 | 18,094 | ..... | 6,813 | ..... | 226,262 |
| Waynesburg and Washington, | 149,785 | 50,765 | ..... | 153,464 | ..... | 354,014 |
| West Clarion, | 20,000 | ..... | ..... | ..... | ..... | 20,000 |
| Westinghouse Inter-Works, | 84,933 | 44,732 | ..... | ..... | ..... | 129,665 |
| Western Allegheny, | 1,125,530 | 15,821 | 25,000 | ..... | ..... | 1,166,351 |
| Western Maryland, | a 46,637,067 | ..... | 1,525,134 | 1,884,058 | 10,347,151 | 60,393,410 |
| Western New York and Pennsylvania, | 48,876,324 | 3,110,843 | 527,260 | 639,531 | 834,873 | 53,988,831 |
| Western Washington, | 175,000 | ..... | ..... | ..... | 869 | 175,869 |
| West Side Belt, | 1,928,661 | 71,432 | ..... | 60,547 | 1,867,952 | 3,928,592 |
| Wheeling, Pittsburg and Baltimore, | 9,256,862 | ..... | ..... | ..... | ..... | 9,256,862 |
| Wilkes-Barre, | 1,000,000 | ..... | ..... | ..... | ..... | 1,000,000 |
| Wilkes-Barre and Eastern, | a 6,000,000 | ..... | ..... | ..... | 21,370 | 6,021,370 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Wilkes-Barre and Harvey's Lake, | 355,861 | ..... | ..... | ..... | ..... | 355,861 |
| Wilkes-Barre and Hazleton, | 1,529 711 | 89,539 | ..... | 15,889 | 1,502,997 | 3,138,136 |
| Wilkes-Barre and Scranton, | 1,089,687 | ..... | ..... | ..... | ..... | 1,089,687 |
| Williamsport and North Branch, | 1,761,342 | 80,466 | 4,950 | 41,509 | 165.256 | 2,053.523 |
| Williams Valley, | 189,762 | 14,000 | ..... | 15,610 | ..... | 219,372 |
| Wilmington and Northern, | 1,939,576 | 411,659 | ..... | 10,272 | ..... | 2,361,507 |
| Winfield, | 21,021 | 6,268 | ..... | 4,068 | 336 | 31,693 |
| Wyoming and Pond Creek, | 15,100 | ..... | ..... | 89 | ..... | 15,189 |
| York, Hanover and Frederick, | 550,000 | ..... | ..... | ..... | 5,177 | 555,177 |
| York Haven and Rowenna, | 1,339,993 | ..... | ..... | 27,616 | ..... | 1,367,609 |
| Youghiogheny, Northern, | 400,000 | ..... | ..... | 14,408 | ..... | 414,408 |
| Youghiogheny and Wick Haven, | 18,179 | ..... | ..... | ..... | ..... | 18,179 |
| Total, | $2,343,071,080 | $364,781,462 | 759,090,450 | 362,626,615 | 263,315,304 | 4,092,884,911 |

## COMPARATIVE TABLE FOR FIVE YEARS.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1901, | $2,029,869,407 | $266,929,003 | $549,883,909 | $156,086,231 | $197,585,205 | $3,200,353,755 |
| 1902, | 2,104,850,285 | 275,519,173 | 611,046,698 | 179,790,080 | 217,277,217 | 3,388,483,453 |
| 1903, | 2,180,354,248 | 311,239,453 | 710,663,345 | 284,044,937 | 279,372,333 | 3,765,674,316 |
| 1904, | 2,227,947,929 | 340,361,321 | 750,400,740 | 234,158,752 | 290,024,698 | 3,842,893,440 |
| 1905, | 2,343,071,080 | 364,781,462 | 759,090,450 | 362,626,615 | 263,315,304 | 4,092,884,911 |

* See general balance sheet of company page.
† Financial report.
a This amount includes "cost of equipment."
b "Cost of road" not being given "total amount of capital stock and funded debt" is inserted.
c This amount does not include the entire "cost of equipment
f See foot note "B," Table "B."

TABLE D—MILEAGE.

| Name of Company. | Line Represented by Capital Stock. | | Line of proprietary companies. | Line operated under lease. | Line operated under contract, etc. | Line operated under trackage rights. | Total mileage operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of all tracks, including yard tracks, sidings and spurs. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Main line. | Branches and spurs. | | | | | | | | |
| Allegheny Junction, | 1.00 | ..... | ..... | ..... | ..... | ..... | 1.00 | 1.00 | ..... | 1.00 |
| Allegheny and South Side, | 5.00 | ..... | ..... | ..... | ..... | ..... | 5.00 | 5.00 | ..... | 5.00 |
| Allegheny Terminal, | ..... | ..... | ..... | ..... | ..... | ..... | e | ..... | ..... | ..... |
| Allegheny Valley, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Allegheny and Western, | ..... | ..... | ..... | ..... | ..... | ..... | e | ..... | ..... | ..... |
| Allentown, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Allentown Terminal, | ..... | ..... | ..... | ..... | ..... | ..... | g | ..... | ..... | ..... |
| Altoona and Beech Creek, | 19.50 | ..... | ..... | ..... | ..... | ..... | 19.50 | 19.50 | ..... | 22.00 |
| Arnot and Pine Creek, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Bald Eagle Valley, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Baltimore and Cumberland Valley, | ..... | ..... | ..... | ..... | ..... | ..... | z | ..... | ..... | ..... |
| Baltimore and Cumberland Valley Extension, | ..... | ..... | ..... | ..... | ..... | ..... | z | ..... | ..... | ..... |
| Baltimore and Harrisburg, | ..... | ..... | ..... | ..... | ..... | ..... | z | ..... | ..... | ..... |
| Baltimore and Harrisburg Eastern Extension, | ..... | ..... | ..... | ..... | ..... | ..... | z | ..... | ..... | ..... |
| Baltimore and Harrisburg Western Extension, | ..... | ..... | ..... | ..... | ..... | ..... | z | ..... | ..... | ..... |
| Baltimore and Ohio, | 2,053.50 | 92.96 | 1,815.65 | ..... | 3.13 | 59.47 | 4,024.71 | 650.08 | ..... | 7,165.29 |
| Baltimore and Philadelphia, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Bangor and Portland, | 28.77 | 9.61 | ..... | ..... | ..... | ..... | 38.38 | 38.38 | ..... | 54.37 |
| Bare Rock, | 2.50 | ..... | ..... | ..... | ..... | ..... | 2.50 | 2.50 | ..... | 2.50 |
| Beaver and Elwood, | .... | ..... | ..... | ..... | ..... | ..... | w | ..... | ..... | ..... |
| Beaver Valley, | 2.50 | ..... | ..... | ..... | ..... | ..... | 2.50 | 2.50 | ..... | 2.50 |
| Bedford and Bridgeport, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Bedford and Hollidaysburg, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Beech Creek, | ..... | ..... | ..... | ..... | ..... | ..... | nn | ..... | ..... | ..... |
| Beech Creek Extension, | ..... | ..... | ..... | ..... | ..... | ..... | nn. | ..... | ..... | ..... |
| Bellefonte Central, | 21.34 | 5.37 | ..... | ..... | ..... | ..... | 26.71 | 26.71 | ..... | 30.00 |
| Bells Run, | 7.50 | ..... | ..... | ..... | ..... | ..... | 7.50 | 7.50 | 4.00 | 7.50 |
| Belvidere-Delaware, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Berlin, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Bessemer and Lake Erie, | 8.87 | ..... | ..... | 199.01 | 22.79 | 12.90 | 243.57 | 238.55 | 16.88 | 421.06 |
| Big Level and Kinzua, | ..... | ..... | ..... | ..... | ..... | ..... | d | ..... | ..... | ..... |
| Bloom Run, | 5.00 | ..... | ..... | ..... | ..... | ..... | 5.00 | 5.00 | ..... | 5.00 |
| Bloomsburg and Sullivan, | 30.00 | ..... | ..... | ..... | ..... | ..... | 30.00 | 30.00 | ..... | 36.02 |
| Bradford and Western Pennsylvania, | 7.24 | .94 | ..... | ..... | ..... | ..... | 8.18 | 8.18 | ..... | 8.18 |
| Brock, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Brockport and Shawmut, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Brookville, | 13.00 | ..... | ..... | ..... | ..... | ..... | 13.00 | 13.00 | ..... | 13.30 |
| Brownstone and Middletown, | 2.50 | ..... | ..... | ..... | ..... | ..... | 2.50 | 2.50 | ..... | 4.33 |
| Buffalo, Bradford and Kane, | 18.50 | ..... | ..... | 23 | ..... | ..... | 41.50 | 41.50 | ..... | 48.06 |
| Buffalo, Bradford and Pittsburg, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Buffalo, Rochester and Pittsburg, | 233.19 | 94.66 | 20.01 | 94.04 | ..... | 125.87 | 567.77 | 385.44 | 41.31 | 965.28 |
| Buffalo and Susquehanna, | 219.76 | 2.59 | ..... | 20.11 | ..... | .63 | 243.09 | 222.98 | ..... | 300.48 |
| Cambria and Clearfield, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Cammal and Black Forest, | 28.10 | ..... | ..... | ..... | ..... | ..... | 28.10 | 28.10 | ..... | 28.10 |
| Catasauqua and Fogelsville, | 29.50 | ..... | ..... | ..... | ..... | ..... | 29.50 | 29.50 | ..... | 37.40 |
| Catawissa, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Central Railroad of New Jersey, | 72.30 | 22.90 | 277.41 | 19.35 | 192.25 | 74.34 | 658.55 | 228.72 | ..... | 1,414.41 |
| Central Railroad of Pennsylvania, | 27.30 | 5.30 | ..... | ..... | ..... | ..... | 32.60 | 32.60 | ..... | 32.60 |
| Central Trunk, | ..... | ..... | ..... | ..... | ..... | ..... | k | ..... | ..... | ..... |
| Central Valley, | ..... | ..... | ..... | ..... | ..... | ..... | jj | ..... | ..... | ..... |
| Chartiers, | ..... | ..... | ..... | ..... | ..... | ..... | v | ..... | ..... | ..... |
| Cherry Tree and Dixonville, | 13.09 | 1.74 | ..... | ..... | ..... | ..... | 14.83 | 14.83 | 14.83 | 18.63 |
| Chester Creek, | ..... | ..... | ..... | ..... | ..... | ..... | t | ..... | ..... | ..... |
| Chester and Delaware River, | 5.35 | ..... | ..... | ..... | ..... | ..... | 5.35 | 5.35 | ..... | 12.98 |
| Chestnut Hill, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Chestnut Ridge, | 10.40 | ..... | ..... | ..... | ..... | ..... | 10.40 | 10.40 | ..... | 10.84 |
| Cheswick and Harmer, | 4.57 | ..... | ..... | ..... | ..... | ..... | 4.57 | 4.57 | ..... | 5.82 |
| Clarion River, | ..... | ..... | ..... | ..... | ..... | ..... | ww | ..... | ..... | ..... |
| Clearfield and Mahoning, | ..... | ..... | ..... | ..... | ..... | ..... | e | ..... | ..... | ..... |
| Cleveland and Pittsburg, | ..... | ..... | ..... | ..... | ..... | ..... | r | ..... | ..... | ..... |
| Coal Glen, | .63 | ..... | ..... | ..... | ..... | ..... | .63 | .63 | ..... | .63 |
| Colebrookdale, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Columbia and Port Deposit, | ..... | ..... | ..... | ..... | ..... | ..... | t | ..... | ..... | ..... |
| Confluence and Oakland, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Connecting, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Connellsville and Monongahela, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |

TABLE D—MILEAGE—Continued.

| Name of Company. | Line Represented by Capital Stock. | | Line of proprietary companies. | Line operated under lease. | Line operated under contract, etc. | Line operated under trackage rights. | Total mileage operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of all tracks, including yard tracks, sidings and spurs. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Main line. | Branches and spurs. | | | | | | | | |
| Cornwall, | 12.67 | ..... | ..... | ..... | ..... | ..... | 12.67 | 12.67 | ..... | 31.57 |
| Cornwall and Lebanon, | 21.66 | 4.78 | ..... | ..... | ..... | ..... | 26.44 | 26.44 | ..... | 52.22 |
| Coudersport and Port Allegheny, | 40.00 | 5.00 | ..... | ..... | ..... | ..... | 45.00 | 45.00 | ..... | 53.00 |
| Cumberland Valley, | 82.20 | ..... | ..... | ..... | 80.95 | ..... | 163.15 | 115.53 | ..... | 262.50 |
| Cumberland Valley and Waynesboro, | ..... | ..... | ..... | ..... | ..... | ..... | h | ..... | ..... | ..... |
| Delaware and Hudson, | 38.78 | 110.11 | 25.55 | 376.36 | 230.69 | 61.40 | 842.89 | 112.44 | ..... | 1,667.48 |
| Delaware, Lackawanna and Western, | 193.99 | ..... | 19.20 | 575.89 | ..... | 27.31 | 816.39 | 214.90 | ..... | 2,062.89 |
| Delaware River Railroad and Bridge Co., | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Delaware River and Union, | .75 | ..... | ..... | ..... | ..... | ..... | .75 | .75 | ..... | 3.00 |
| Delaware, Susquehanna and Schuylkill, | 30.63 | 17.60 | ..... | .41 | ..... | 132.88 | 181.52 | 121.52 | ..... | 336.85 |
| Delaware Valley, | 12.00 | ..... | ..... | ..... | ..... | ..... | 12.00 | 12.00 | ..... | 13.00 |
| Dents Run, | 6.00 | ..... | ..... | ..... | ..... | ..... | 6.00 | 6.00 | ..... | 6.50 |
| Dillsburg and Mechanicsburg, | ..... | ..... | ..... | ..... | ..... | ..... | h | ..... | ..... | ..... |
| Donora Southern, | 1.90 | 1.60 | ..... | ..... | ..... | ..... | 3.50 | 3.50 | ..... | 4.40 |
| Dunkirk, Allegheny Valley and Pittsburg, | 90.51 | ..... | ..... | ..... | ..... | ..... | 90.51 | 48.21 | ..... | 106.68 |
| East Berlin, | 7.00 | ..... | ..... | ..... | ..... | ..... | 7.00 | 7.00 | ..... | 7.00 |
| Eaglesmere, | ..... | ..... | ..... | ..... | ..... | ..... | zz | ..... | ..... | ..... |
| East Broad Top, | 31.13 | ..... | ..... | 6.17 | ..... | ..... | 37.30 | 37.30 | ..... | 47.17 |
| East Mahonoy, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| East Pennsylvania, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Easton and Northern, | ..... | ..... | ..... | ..... | ..... | ..... | m | ..... | ..... | ..... |
| Eddystone and Delaware River, | .70 | .40 | ..... | ..... | ..... | ..... | 1.10 | 1.10 | ..... | 1.10 |
| Elk and Highlands, | 11.30 | ..... | ..... | ..... | ..... | ..... | 11.30 | 11.30 | .13 | 15.87 |
| Elmira and Williamsport, | ..... | ..... | ..... | ..... | ..... | ..... | p | ..... | ..... | ..... |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Ellwood Connecting, | ..... | ..... | ..... | ..... | ..... | ..... | w | ..... | ..... | ..... |
| Ellwood Short Line, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Emporium and Rich Valley, | 8.00 | 5.50 | ..... | ..... | ..... | ..... | 13.50 | 13.50 | ..... | 13.50 |
| Erie, | 445.78 | 329.92 | 719.75 | 350.19 | 3.02 | 35.07 | 1,883.73 | 505.30 | ..... | 4,039 48 |
| Erie and Pittsburg, | ..... | ..... | ..... | ..... | ..... | ..... | r | ..... | ..... | ..... |
| Erie and Wyoming Valley, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Etna and Montrose, | 2.00 | ..... | ..... | ..... | ..... | ..... | 2.00 | 2.00 | ..... | 2.00 |
| Fairmo nt, Morgantown and Pittsburg, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Fall Brook, | ..... | ..... | ..... | ..... | ..... | ..... | nn | ..... | ..... | ..... |
| Fayette County, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Gettysburg and Harrisburg, | 34.07 | ..... | ..... | ..... | ..... | ..... | 34.07 | 34.07 | ..... | 42.00 |
| Glenwood, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Hanover and Newport, | 3.41 | 3.40 | ..... | ..... | ..... | ..... | 6.81 | 6.81 | ..... | 11.64 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Hooverhurst and Southwestern, | 9.30 | ..... | ..... | ..... | ..... | ..... | 9.30 | 9.30 | ..... | 10.30 |
| Hunter's Run and Slate Belt, | 5.50 | ..... | ..... | 8.00 | ..... | ..... | 13.50 | 13.50 | ..... | 13.87 |
| Huntingdon and Broad Top Mountain, | 45.00 | 22.10 | ..... | ..... | ..... | ..... | 67.10 | 67.10 | 1.40 | 94.60 |
| Ironton, | 9.75 | ..... | ..... | ..... | ..... | 1.25 | 11.00 | 11.00 | ..... | 18.00 |
| Jamestown and Franklin, | ..... | ..... | ..... | ..... | ..... | ..... | k | ..... | ..... | ..... |
| Jefferson, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Jersey Shore and Antes Fort, | 4.10 | ..... | ..... | ..... | ..... | ..... | 4.10 | 4.10 | 4.10 | 4.10 |
| Johnsonburg, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Johnsonburg and Bradford, | ..... | ..... | ..... | ..... | ..... | ..... | e | ..... | ..... | ..... |
| Johnstown and Stony Creek, | 2.44 | ..... | ..... | ..... | ..... | ..... | 2.44 | 2.44 | ..... | 2.44 |
| Junction, | ..... | ..... | ..... | ..... | ..... | ..... | t | ..... | ..... | ..... |
| Kane and Elk, | 12.50 | 2.50 | ..... | ..... | ..... | ..... | 15.00 | 15.00 | ..... | 15.00 |
| Keating and Smethport, | 1.50 | ..... | ..... | ..... | 7.00 | ..... | 8.50 | 8.50 | ..... | 8.50 |
| Kersey, | ..... | ..... | ..... | ..... | ..... | ..... | ww | ..... | ..... | ..... |
| Ketner and Kay Fork, | 7.20 | ..... | ..... | ..... | ..... | ..... | 7.20 | 7.20 | ..... | 7.20 |
| Kinzua and Tiona, | ..... | ..... | ..... | ..... | ..... | ..... | * | ..... | ..... | ..... |
| Kinzua Valley, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Kishacoquillas Valley, | 9.20 | ..... | ..... | ..... | ..... | .30 | 9.50 | 9.50 | ..... | 9.50 |
| Kushequa, | ..... | ..... | ..... | ..... | ..... | ..... | n | ..... | ..... | ..... |
| Lackawanna and Montrose, | 10.48 | ..... | ..... | ..... | ..... | ..... | 10.48 | 10.48 | ..... | 11.83 |
| Lackawanna and Wyoming Valley, | 1.50 | ..... | ..... | 18.91 | ..... | ..... | 20.41 | 20.41 | .09 | 46.37 |
| Lake Shore and Michigan Southern, | 540.04 | 338.59 | 231.33 | 410.39 | ..... | ..... | 1,520 35 | 102.49 | ..... | 3,225.61 |
| Lancaster, Oxford and Southern, | 20.00 | ..... | ..... | ..... | ..... | ..... | 20.00 | 20.00 | ..... | 20.00 |
| Lancaster and Quarryville, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Leetonia, | 8.26 | 10.24 | ..... | ..... | ..... | ..... | 18.50 | 18.50 | ..... | 24.00 |
| Lehigh and New England, | 116.69 | 7.66 | 8.08 | ..... | ..... | ..... | 132.43 | 100.47 | ..... | 132.43 |
| Lehigh and Susquehanna, | ..... | ..... | ..... | ..... | ..... | ..... | g | ..... | ..... | ..... |
| Lehigh Valley, | 169.30 | 138.82 | 892.15 | 139.43 | 3.82 | 49.37 | 1,392.89 | 628.84 | .69 | 3,003.30 |
| Lewisburg and Buffalo Valley, | 15.00 | ..... | ..... | ..... | ..... | ..... | 15.00 | 15.00 | ..... | 15.00 |

TABLE D—MILEAGE—Continued.

| Name of Company. | Line Represented by Capital Stock. | | Line of proprietary companies. | Line operated under lease. | Line operated under contract, etc. | Line operated under trackage rights. | Total mileage operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of all tracks, including yard tracks, sidings and spurs. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Main line. | Branches and spurs. | | | | | | | | |
| Lewisburg and Tyrone, | .... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Ligonier Valley, | 11.00 | 1.40 | ..... | ..... | ..... | ..... | 12.40 | 12.40 | 1.40 | 18.54 |
| Little Schuylkill Navigation, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Loyalsock, | ..... | ..... | .... | ..... | ..... | ..... | m | ..... | ..... | ..... |
| Lykens Valley, | ..... | ..... | ..... | ..... | ..... | ..... | p | ..... | ..... | ..... |
| McKeesport Connecting, | .58 | ..... | ..... | ..... | ..... | ..... | .58 | .58 | ..... | 16.08 |
| McKeesport Terminal, | .51 | ..... | ..... | ..... | ..... | ..... | .51 | .51 | ..... | .75 |
| Mahoning State Line, | ..... | ..... | ..... | ..... | ..... | ..... | w | ..... | ..... | ..... |
| Mahoning Valley, | ..... | ..... | ..... | ..... | ..... | ..... | e | ..... | ..... | ..... |
| Maryland and Pennsylvania, | 79.50 | ..... | ..... | ..... | ..... | ..... | 79.50 | 36.60 | ..... | 87.61 |
| Masontown and New Salem, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Meadville, Conneaut Lake and Linesville, | ..... | ..... | ..... | ..... | ..... | ..... | cc | ..... | ..... | ..... |
| Mead Run, | ..... | ..... | ..... | ..... | ..... | ..... | n | ..... | ..... | ..... |
| Mercer Valley, | 3.00 | ..... | ..... | ..... | ..... | ..... | 3.00 | 3.00 | ..... | 33.00 |
| Midway and Oakdale, | ..... | ..... | ..... | ..... | ..... | ..... | v | ..... | ..... | ..... |
| Middletown and Hummelstown, | 6.35 | ..... | ..... | ..... | ..... | ..... | 6.35 | 6.35 | ..... | 8.42 |
| Mill Creek and Mine Hill, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Mine Hill and Schuylkill Haven, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Monongahela, | 27.70 | 7.96 | ..... | ..... | 22.04 | ..... | 57.70 | 57.70 | 14.98 | 104.04 |
| Monongahela Connecting, | .85 | 4.41 | ..... | ..... | ..... | ..... | 5.26 | 5.26 | ..... | 30.30 |
| Montour, | 13.00 | ..... | ..... | ..... | ..... | ..... | 13.00 | 13.00 | ..... | 20.00 |
| Montrose, | ..... | ..... | ..... | ..... | ..... | ..... | m | ..... | ..... | ..... |
| Mount Carbon and Port Carbon, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Mount Jewett, Kinzua and Riterville, | 3.90 | .85 | ..... | ..... | 40.75 | ..... | 45.00 | 45.00 | .85 | 55.84 |
| Mount Penn Gravity, | 8.00 | ..... | ..... | ..... | ..... | ..... | 8.00 | 8.00 | ..... | 8.00 |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Mount Pleasant and Broadford, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Mount Pleasant and Latrobe. | 1.06 | ..... | ..... | ..... | ..... | ..... | 1.06 | 1.06 | ..... | 1 06 |
| Moosic Mountain and Carbondale, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Nesquehoning Valley, | ..... | ..... | ..... | ..... | ..... | ..... | g | ..... | ..... | ..... |
| Neversink Mountain, | 8.00 | ..... | ..... | ..... | ..... | ..... | 8.00 | 8.00 | ..... | 8.00 |
| New Castle and Beaver Valley, | ..... | ..... | ..... | ..... | ..... | ..... | r | ..... | ..... | ..... |
| New Castle and Butler, | 2.50 | ..... | ..... | ..... | ..... | ..... | 2.50 | 2.50 | ..... | 2.50 |
| New Castle and Lowell, | 10.12 | ..... | ..... | ..... | ..... | ..... | 10.12 | 10.12 | ..... | 11.12 |
| New Haven and Dunbar, | 5.25 | ..... | ..... | ..... | ..... | ..... | 5.25 | 5.25 | ..... | 12.00 |
| Newport and Sherman's Valley, | 28.50 | ..... | ..... | ..... | ..... | ..... | 28.50 | 28.50 | ..... | 30.67 |
| New York Central and Hudson River, | 440.69 | 367.95 | 3.06 | 2,459.44 | 69.28 | 225.74 | 3,566.16 | 610.42 | 50.40 | 7,857.78 |
| New York, Chicago and St. Louis, | 494.72 | 22.15 | ..... | 17.80 | ..... | 10.50 | 545.17 | 45.91 | .23 | 769.91 |
| New York, Lake Erie and Western Coal, | ..... | ..... | ..... | ..... | | | | | | |
| New York, Lackawanna and Western of Pennsylvania, | ..... | ..... | ..... | ..... | ..... | ..... | j<br>i | ..... | ..... | ..... |
| New York, Ontario and Western, | 271.75 | 47.02 | ..... | 122.51 | 54.05 | 53.07 | 548.40 | 51.14 | ..... | 886.95 |
| New York and Pennsylvania, | 56.13 | ..... | ..... | ..... | ..... | ..... | 56.13 | 28.85 | ..... | 56.13 |
| New York, Susquehanna and Western, | 101.00 | 27.96 | 6.69 | 13.65 | ..... | 2.55 | 151.85 | 6.70 | ..... | 249.47 |
| Nittany Valley, | 4.75 | ..... | ..... | ..... | ..... | ..... | 4.75 | 4.75 | ..... | 7.62 |
| Norristown Junction, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Norristown and Main Line Connecting, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Northern Central, | 135.69 | 11.41 | ..... | 134.31 | 168.14 | 12.53 | 462.08 | 272.85 | ..... | 948 34 |
| Northern Liberties, | 1.50 | ..... | ..... | ..... | ..... | ..... | 1.50 | 1.50 | ..... | 1.50 |
| North Bend and Kettle Creek, | 12.00 | ..... | ..... | ..... | ..... | ..... | 12.00 | 12.00 | 2.00 | 12.00 |
| North Pennsylvania, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| North East Pennsylvania, | 25.89 | ..... | ..... | ..... | ..... | ..... | 25.89 | 25.89 | ..... | 32.27 |
| Northampton and Bath, | 8.00 | ..... | ..... | ..... | ..... | ..... | 8.00 | 8.00 | ..... | 8.00 |
| Nypano, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Ohio and Baltimore Short Line, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Ohio Connecting, | ..... | ..... | ..... | ..... | ..... | ..... | v | ..... | ..... | ..... |
| Ohio River Junction, | 4.00 | ..... | ..... | ..... | ..... | ..... | 4.00 | 4.00 | ..... | 4.50 |
| Oley Valley, | 18.75 | ..... | ..... | ..... | ..... | ..... | 18.75 | 18.75 | ..... | 18.75 |
| Oleona, | 8.07 | ..... | ..... | ..... | ..... | ..... | 8.07 | 8.07 | ..... | 8.07 |
| Oleona and Germania, | 10.00 | ..... | ..... | ..... | ..... | ..... | 10.00 | 10.00 | 10.00 | 10.00 |
| Ontario, Carbondale and Scranton, | ..... | ..... | ..... | ..... | ..... | ..... | o | ..... | ..... | ..... |
| Pencoyd and Philadelphia, | ..... | ..... | ..... | 1.15 | ..... | ..... | 1.15 | 1.15 | ..... | 1.15 |
| Pennsylvania, | 329.36 | 881.70 | ..... | 342.19 | 2,195.82 | 147.45 | 3,896.52 | 3,075.62 | 15.88 | 9.089.82 |
| Pennsylvania Company, | ..... | ..... | 21.98 | 768.33 | 549.78 | 48.64 | 1,388 73 | 292.61 | ..... | 3,236.96 |
| Pennsylvania and New York Canal and Railroad, | ..... | ..... | ..... | ..... | ..... | ..... | m | ..... | ..... | ..... |
| Pennsylvania Western and Ohio River Connecting, | .75 | ..... | ..... | ..... | ..... | ..... | .75 | .75 | ..... | .75 |
| People's, | 4.40 | ..... | ..... | ..... | ..... | ..... | 4.40 | 4.40 | ..... | 4.40 |
| Perkiomen, | 38.33 | ..... | ..... | ..... | ..... | ..... | 38.33 | 38.33 | ..... | 52.23 |

TABLE D—MILEAGE—Continued.

| Name of Company. | Line Represented by Capital Stock. | | Line of proprietary companies. | Line operated under lease. | Line operated under contract, etc. | Line operated under trackage rights. | Total mileage operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of all tracks, including yard tracks, sidings and spurs. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Main line. | Branches and spurs. | | | | | | | | |
| Philadelphia, Baltimore and Washington, | 137.73 | 76.31 | ..... | 2.96 | 485.29 | 4.76 | 707.05 | 139.95 | ..... | 1,336.70 |
| Philadelphia and Baltimore Central, | ..... | ..... | .... | ..... | ..... | ..... | t | ..... | ..... | ..... |
| Philadelphia Belt Line, | 3.54 | 1.14 | ..... | ..... | ..... | 2.00 | 6.68 | 6.68 | ..... | 7.23 |
| Philadelphia and Chester Valley, | 21.49 | 2.44 | ..... | ..... | ..... | ..... | 23.93 | 23.93 | ..... | 28.61 |
| Philadelphia and Delaware County, | ..... | ..... | ..... | ..... | ..... | ..... | t | ..... | ..... | ..... |
| Philadelphia and Erie, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Philadelphia and Frankford, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Philadelphia, Germantown and Norristown, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Philadelphia, Harrisburg and Pittsburg, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Philadelphia, Newtown and New York, | 21.71 | ..... | ..... | ..... | ..... | ..... | 21.71 | 21.71 | ..... | 25.61 |
| Philadelphia and Reading, | 98.50 | 270.27 | ..... | 648.95 | ..... | ..... | 1,017.72 | 959.87 | 3.39 | 2,522 61 |
| Philadelphia and Reading Terminal, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Philadelphia and Trenton, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Pickering Valley, | 11.21 | ..... | ..... | ..... | ..... | ..... | 11.21 | 11.21 | ..... | 12.52 |
| Pine Creek, | ..... | ..... | ..... | ..... | ..... | ..... | nn | ..... | ..... | ..... |
| Pittsburg, Allegheny and McKees Rocks, | 1.50 | ..... | ..... | ..... | ..... | ..... | 1.50 | 1.50 | ..... | 1.50 |
| Pittsburg and Allegheny River, | 2.00 | ..... | ..... | ..... | ..... | ..... | 2.00 | 2.00 | ..... | 2.00 |
| Pittsburg, Bessemer and Lake Erie, | ..... | ..... | ..... | ..... | ..... | ..... | cc | ..... | ..... | ..... |
| Pittsburg and Castle Shannon, | 6.50 | ..... | ..... | ..... | ..... | ..... | 6.50 | 6.50 | ..... | 9.50 |
| Pittsburg, Chartiers and Youghiogheny, | 19.77 | ..... | ..... | ..... | ..... | 2.27 | 22.04 | 22.04 | ..... | 36.03 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 942.23 | 158.58 | 9.96 | 195.72 | 59.99 | 57.02 | 1,423.50 | 89.26 | 7.94 | 2,736.80 |
| Pittsburg and Connellsville, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Pittsburg, Fort Wayne and Chicago, | ..... | ..... | ..... | ..... | ..... | ..... | r | ..... | ..... | .... |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Pittsburg, Johnstown, Ebensburg and Eastern, | 20.31 | ..... | ..... | ..... | ..... | ..... | 20.31 | 20.31 | ..... | 20.31 |
| Pittsburg Junction, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Pittsburg and Lake Erie, | 68.00 | 4.54 | 3.75 | 112.49 | .... | 1.92 | 190.70 | 178.29 | ..... | 761.57 |
| Pittsburg, Lisbon and Western, | 31.92 | ..... | ..... | ..... | 3.00 | ..... | 34.92 | 12.00 | ..... | 41.62 |
| Pittsburg, McKeesport and Youghiogheny, | ..... | ..... | ..... | ..... | ..... | ..... | w | ..... | ..... | ..... |
| Pittsburg and Moon Run, | 5.00 | ..... | ..... | ..... | ..... | ..... | 5.00 | 5.00 | ..... | 7.00 |
| Pittsburg and Northern, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Pittsburg and Ohio Valley, | 13.09 | ..... | ..... | ..... | ..... | ..... | 13.09 | 13.09 | ..... | 13.09 |
| Pittsburg, Shawmut and Northern, | 154.70 | ..... | 11.90 | 22.28 | ..... | 19.92 | 208.80 | 119.32 | ..... | 256.19 |
| Pittsburg, Summerville and Clarion, | 15.40 | 3.12 | ..... | ..... | ..... | ..... | 18.52 | 18.52 | 18.52 | 19.52 |
| Pittsburg, Virginia and Charleston, | ..... | ..... | ..... | ..... | ..... | ..... | g | ..... | ..... | ..... |
| Pittsburg and Western, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Pittsburg, Youngstown and Ashtabula, | ..... | ..... | ..... | ..... | ..... | ..... | r | ..... | ..... | ..... |
| Plymouth, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Pomeroy and Newark, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Portland and Northern, | 12.25 | ..... | ..... | ..... | ..... | ..... | 12.25 | 12.25 | ..... | 12.25 |
| Quakertown and Eastern, | 15.00 | 2.00 | ..... | ..... | ..... | ..... | 17.00 | 17.00 | ..... | 17.00 |
| Quemahoning Branch, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Reading Belt, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Reading and Columbia, | 39.60 | 13.77 | 6.36 | ..... | ..... | ..... | 59.73 | 59.73 | ..... | 75.02 |
| Reading, Marietta and Hanover, | ..... | ..... | ..... | ..... | ..... | ..... | y | ..... | ..... | ..... |
| Reynoldsville and Falls Creek, | 10.37 | 12.69 | ..... | ..... | ..... | ..... | 23.06 | 23.06 | ..... | 39.75 |
| Ridgway and Clearfield, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Rodgers, | 2.72 | ..... | ..... | ..... | ..... | ..... | 2.72 | 2.72 | ..... | 2.72 |
| Rupert and Bloomsburg, | 1.57 | ..... | ..... | ..... | ..... | ..... | 1.57 | 1.57 | ..... | 2.50 |
| Salisbury, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Schuylkill and Lehigh, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Schuylkill and Lehigh Valley, | ..... | ..... | ..... | ..... | ..... | ..... | m | ..... | ..... | ..... |
| Schuylkill River, East Side, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Schuylkill Valley Navigation, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Scootac, | 6.16 | ..... | ..... | ..... | ..... | ..... | 6.16 | 6.16 | ..... | 6.16 |
| Scottdale Connecting, | 1.00 | ..... | ..... | ..... | ..... | ..... | 1.00 | 1.00 | ..... | 3.50 |
| Scranton, Dunmore and Moosic Lake, | 9.00 | ..... | ..... | ..... | ..... | ..... | 9.00 | 9.00 | ..... | 9.50 |
| Scranton and Northeastern, | ..... | ..... | ..... | ..... | ..... | ..... | jj | ..... | ..... | ..... |
| Scranton and Spring Brook, | 9.00 | ..... | ..... | ..... | ..... | ..... | 9.00 | 9.00 | ..... | 9.00 |
| Shamokin, Sunbury and Lewisburg, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Shamokin Valley and Pottsville, | ..... | ..... | ..... | ..... | ..... | ..... | p | ..... | ..... | ..... |
| Sharon, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Sharpsville, | 17.00 | .75 | ..... | ..... | ..... | ..... | 17.75 | 17.75 | ..... | 21.00 |
| Sheffield and Tionesta, | 29.00 | ..... | ..... | 5.00 | ..... | ..... | 34.00 | 34.00 | ..... | 34.00 |
| Shenango Valley, | ..... | ..... | ..... | ..... | ..... | ..... | k | ..... | ..... | ..... |
| Shinglehouse, | 4.50 | ..... | ..... | ..... | ..... | ..... | 4.50 | 4.50 | ..... | 4.50 |

TABLE D—MILEAGE—Continued.

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|---|---|---|---|---|---|---|---|---|---|---|
| | Main line. | Branches and spurs. | | | | | | | | |
| Slack Water Connecting, | ..... | ..... | ..... | ..... | ..... | ..... | bb | ..... | ..... | ..... |
| Slate Run, | 5.00 | 13.00 | ..... | ..... | ..... | ..... | 18.00 | 18.00 | ..... | 18.00 |
| Smethport, | ..... | ..... | ..... | ..... | ..... | ..... | n | ..... | ..... | ..... |
| Smithfield and Mastontown, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Somerset and Cambria, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| South Chester, | ..... | ..... | ..... | ..... | ..... | ..... | t | ..... | ..... | ..... |
| South Easton and Phillipsburg, | ..... | ..... | ..... | ..... | ..... | ..... | l | ..... | ..... | ..... |
| Southern Pennsylvania Railway and Mining Co., | ..... | ..... | ..... | ..... | ..... | ..... | h | ..... | ..... | ..... |
| South Shore, | 2.00 | ..... | ..... | ..... | ..... | ..... | 2.00 | 2.00 | ..... | 2.00 |
| Southwest Connecting, | 1.67 | ..... | ..... | ..... | ..... | ..... | 1.67 | 1.67 | ..... | 1.67 |
| Southwest Pennsylvania, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| State Line and Sullivan, | ..... | ..... | ..... | ..... | ..... | ..... | m | ..... | ..... | ..... |
| St. Clair Terminal, | 1.70 | 5.00 | ..... | ..... | ..... | ..... | 6.70 | 6.70 | ..... | 16.51 |
| St. Mary's and Western, | 7.82 | ..... | ..... | ..... | ..... | ..... | 7.82 | 7.82 | ..... | 8.11 |
| Stewart, | ..... | ..... | ..... | ..... | ..... | ..... | k | ..... | ..... | ..... |
| Stewartstown, | 10.07 | ..... | ..... | ..... | ..... | ..... | 10.07 | 10.07 | ..... | 13.80 |
| Stony Creek, | 7.20 | 1.50 | ..... | ..... | ..... | ..... | 8.70 | 8.70 | ..... | 8.70 |
| Susquehanna and Buffalo, | 1.50 | 1.00 | ..... | ..... | ..... | ..... | 2.50 | 2.50 | ..... | 2.50 |
| Susquehanna, Bloomsburg and Berwick, | 39.31 | 3.69 | ..... | ..... | ..... | ..... | 43.00 | 43.00 | ..... | 46.67 |
| Susquehanna Connecting, | ..... | ..... | ..... | ..... | ..... | ..... | aa | ..... | ..... | ..... |
| Susquehanna and New York, | 42.63 | 12.75 | ..... | ..... | ..... | ..... | 55.38 | 55.38 | ..... | 70.80 |
| Susquehanna River and Western, | 13.60 | ..... | ..... | ..... | ..... | ..... | 13.60 | 13.60 | ..... | 13.60 |
| Tamaqua, Hazleton and Northern, | 9.91 | ..... | ..... | ..... | ..... | ..... | 9.91 | 9.91 | ..... | 11.34 |
| Tioga, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| Tionesta Valley, | 62.80 | 21.94 | ..... | ..... | ..... | ..... | 84.74 | 84.74 | ..... | 99.30 |
| Tionesta Valley and Hickory, | ..... | ..... | ..... | ..... | ..... | ..... | yy | ..... | ..... | ..... |
| Tipton, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Tresckow, | ..... | ..... | ..... | ..... | ..... | ..... | g | ..... | ..... | ..... |
| Tuscarora Valley, | 27.00 | ..... | ..... | ..... | ..... | ..... | 27.00 | 27.00 | ..... | 28.00 |
| Tylerdale Connecting, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Union, | 6.45 | 8.43 | ..... | 1 | 6.93 | ..... | 22.81 | 22.81 | .87 | 90.42 |
| Ursina and North Fork, | 5.00 | ..... | ..... | ..... | ..... | ..... | 5.00 | 5.00 | ..... | 5.00 |
| Valley, | 1.00 | ..... | ..... | 7.91 | ..... | 1.50 | 10.41 | 10.41 | ..... | 12.05 |
| Valley Connecting, | .59 | .27 | ..... | ..... | ..... | ..... | .86 | .86 | ..... | .86 |
| Wabash-Pittsburg Terminal, | 59.90 | ..... | ..... | ..... | ..... | ..... | 59.90 | 36.70 | 36.70 | 87.80 |
| Washington and Franklin, | ..... | ..... | ..... | ..... | ..... | ..... | z | ..... | ..... | ..... |
| Washington Run, | 3.00 | 1.00 | ..... | ..... | ..... | ..... | 4.00 | 4.00 | ..... | 7.00 |
| Waynesburg and Washington, | 28.15 | ..... | ..... | ..... | ..... | ..... | 28.15 | 28.15 | ..... | 32.69 |
| West Clarion, | ..... | ..... | ..... | ..... | ..... | ..... | j | ..... | ..... | ..... |
| Westinghouse Inter-Works, | ..... | ..... | ..... | ..... | ..... | .45 | .45 | .45 | ..... | .50 |
| Western Allegheny, | ..... | ..... | ..... | ..... | ..... | ..... | cc | ..... | ..... | ..... |
| Western Maryland, | 90.69 | 1.79 | 6.31 | 165.11 | ..... | 2.70 | 266.60 | 123.78 | ..... | 379.20 |
| Western New York and Pennsylvania, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Western Pennsylvania, | ..... | ..... | ..... | ..... | ..... | ..... | v | ..... | ..... | ..... |
| West Side Belt, | 20.70 | 1.76 | ..... | ..... | ..... | ..... | 22.46 | 22.46 | ..... | 41.84 |
| Wheeling, Pittsburg and Baltimore, | ..... | ..... | ..... | ..... | ..... | ..... | b | ..... | ..... | ..... |
| Wilkes-Barre, | ..... | ..... | ..... | ..... | ..... | ..... | jj | ..... | ..... | ..... |
| Wilkes-Barre and Eastern, | 65.00 | .46 | ..... | 21.39 | ..... | ..... | 86.85 | 86.85 | ..... | 116.76 |
| Wilkes-Barre and Harvey's Lake, | ..... | ..... | ..... | ..... | ..... | ..... | m | ..... | ..... | ..... |
| Wilkes-Barre and Hazelton, | 26.00 | ..... | ..... | ..... | ..... | 1.25 | 27.25 | 27.25 | ..... | 28.65 |
| Wilkes-Barre and Scranton, | ..... | ..... | ..... | ..... | ..... | ..... | g | ..... | ..... | ..... |
| Williamsport and North Branch, | 44.40 | 3.60 | ..... | 10.07 | ..... | 30.14 | 88.21 | 88.21 | ..... | 100.57 |
| Williams Valley, | 12.00 | ..... | ..... | ..... | ..... | ..... | 12.00 | 12.00 | ..... | 12.00 |
| Wilmington and Northern, | ..... | ..... | ..... | ..... | ..... | ..... | s | ..... | ..... | ..... |
| Winfield, | .80 | ..... | ..... | ..... | 8.30 | 3.90 | 13.00 | 13.00 | ..... | 13.00 |
| Wyoming and Pond Creek, | 1.80 | ..... | ..... | ..... | ..... | ..... | 1.80 | 1.80 | ..... | 1.80 |
| York, Hanover and Frederick, | ..... | ..... | ..... | ..... | ..... | ..... | p | ..... | ..... | ..... |
| York Haven and Rowenna, | ..... | ..... | ..... | ..... | ..... | ..... | q | ..... | ..... | ..... |
| Youghiogheny, Northern, | ..... | ..... | ..... | ..... | ..... | ..... | w | ..... | ..... | ..... |
| Youghiogheny and Wick Haven, | .44 | ..... | ..... | ..... | ..... | ..... | .44 | .44 | ..... | 1.38 |
| Total, | 9,430.71 | 3,228.40 | 4,079.14 | 7,293.52 | 4,207.02 | 1,209.10 | 29,447.89 | 11,845.90 | 246.59 | 59,147.54 |

TABLE D—MILEAGE—Continued.

| Name of Company. | Line Represented by Capital Stock. | | Line of proprietary companies. | Line operated under lease. | Line operated under contract, etc. | Line operated under trackage rights. | Total mileage operated. | Total number of miles operated in Pennsylvania. | Miles of new line constructed during the year. | Aggregate length of all tracks, including yard tracks, sidings and spurs. |
|---|---|---|---|---|---|---|---|---|---|---|
| | Main line. | Branches and spurs. | | | | | | | | |
| COMPARATIVE TABLE FOR FIVE YEARS. | | | | | | | | | | |
| 1901, | ..... | 3,331.08 | 3,469.52 | 6,789.76 | 4,388.10 | 831.35 | 26,975 86 | 10,697.68 | 101.67 | 50,464 87 |
| 1902, | ..... | 3,635.37 | 3,327.29 | 7,237.02 | 4,112.85 | 810.36 | 27,485.07 | 10,957.20 | 160.18 | 52,332.86 |
| 1903, | 9,929.70 | 2,910.10 | 3,327.37 | 7,201.48 | 4,077.25 | 906.42 | 28,352.32 | 11,193.45 | 174.23 | 54,114.06 |
| 1904, | 9,202.34 | 3,074.34 | 3,996.11 | 7,333.05 | 4,276.34 | 985.67 | 28,867.85 | 11,302.73 | 187.88 | 56,946.82 |
| 1905, | 9,430.71 | 3,228.40 | 4,079.14 | 7,293.52 | 4,207.02 | 1,209.10 | 29,447.89 | 11,845.90 | 246.59 | 59,147.54 |

a Indicates that road is operated by the company in whose report mileage is included.
b Indicates that road is operated by the Baltimore and Ohio Railroad Company, in whose report mileage is included.
c Indicates that road is operated by the Bangor and Portland Railway Company, in whose report mileage is included.
cc Indicates that road is operated by the Bessemer and Lake Erie Railroad Company, in whose report mileage is included.
d Indicates that road is operated by the Buffalo, Bradford and Kane Railroad Company, in whose report mileage is included.
e Indicates that road is operated by the Buffalo, Rochester and Pittsburg Railroad Company, in whose report mileage is included.
f Indicates that road is operated by the Buffalo and Susquehanna Railroad Company, in whose report mileage is included.
g Indicates that road is operated by the Central Railroad Company of New Jersey, in whose report mileage is included.
h Indicates that road is operated by the Cumberland Valley Railroad Company, in whose report mileage is included.
i Indicates that road is operated by the Delaware, Lackawanna and Western Railroad Company, in whose report mileage is included.
j Indicates that road is operated by the Erie Railroad Company, in whose report mileage is included.

k Indicates that road is operated by the Lake Shore and Michigan Southern Railroad Company, in whose report mileage is included.
l Indicates that road is operated by the Lehigh and Hudson River Railroad Company, in whose report mileage is included.
m Indicates that road is operated by the Lehigh Valley Railroad Company, in whose report mileage is included.
n Indicates that road is operated by the Mt. Jewett, Kinzua and Riterville Railroad Company, in whose report mileage is included.
nn Indicates that road is operated by the New York Central and Hudson River Railroad Company, in whose report mileage is included.
o Indicates that road is operated by the New York, Ontario and Western Railway Company, in whose report mileage is included.
oo Indicates that road is operated by the New York and Pennsylvania Railroad Company in whose report mileage is included.
p Indicates that road is operated by the Northern Central Railroad Company, in whose report mileage is included.
q Indicates that road is operated by the Pennsylvania Railroad Company, in whose report mileage is included.
r Indicates that road is operated by the Pennsylvania Company, in whose report mileage is included.
s Indicates that road is operated by the Philadelphia and Reading Railway Company, in whose report mileage is included.
t Indicates that road is operated by the Philadelphia, Baltimore and Washington Railroad Co., in whose report mileage is included.
u Indicates that road is operated by the Pittsburg, Bessemer and Lake Erie Railroad Company, in whose report mileage is included.
v Indicates that road is operated by the Pittsburg, Cincinnati, Chicago and St. Louis Ry. Co., in whose report mileage is included.
vv Indicates that road is operated by the Pittsburg, Johnstown, Ebensburg and Eastern Ry. Co., in whose report mileage is included.
w Indicates that road is operated by the Pittsburg and Lake Erie Railroad Company, in whose report mileage is included.
ww Indicates that road is operated by the Pittsburg, Shawmut and Northern Railroad Co., in whose report mileage is included.
x Indicates that road is operated by the Pittsburg and Western Railroad Company, in whose report mileage is included.
y Indicates that road is operated by the Reading and Columbia Railroad Company, in whose report mileage is included.
yy Indicates that road is operated by the Sheffield and Tionesta Railroad Company, in whose report mileage is included.
z Indicates that road is operated by the Western Maryland Railroad Company, in whose report mileage is included.
zz Indicates that road is operated by the Williamsport and North Branch Railway Company, in whose report mileage is included.
aa Indicates that road is operated by the Wilkes-Barre and Eastern Railroad Company, in whose report mileage is included.
bb Indicates that road is operated by the Union Railway Company, in whose report mileage is included.
dd Indicates that road is operated by the Olean Street Railway Company, in whose report mileage is included.
jj Indicates that road is operated by the Lackawanna and Wyoming Valley Railroad Company, in whose report mileage is included.
kk Indicates that road is operated by the Valley Railroad Company, in whose report mileage is included.
*Road abandoned and rails taken up November 15, 1904.
†Lessee's report
‡Hudson ferries not included.
||See foot note "k," Table "B."
§This road merged into Pennsylvania Railroad April 1, 1905.
††This road merged into Loyalsock Railroad September 2, 1904.

TABLE E—EQUIPMENT AND PERSONS EMPLOYED

| Name of Company. | Number of locomotives in service. | Number of cars in passenger service. | Number of cars in freight service. | Number of cars in company's service. | Total number of cars in service. | Total number of employes. | Total yearly compensation. |
|---|---|---|---|---|---|---|---|
| Allegheny Junction, | 1 | ..... | ..... | ..... | ..... | 7 | 3,675 |
| Allegheny and South Side, | 4 | ..... | ..... | ..... | ..... | 40 | 23,391 |
| Allegheny Terminal, | ..... | ..... | ..... | ..... | ..... | 5 | ..... |
| Allegheny Valley, | ..... | ..... | ..... | ..... | ..... | 17 | ..... |
| Allegheny and Western, | ..... | ..... | ..... | ..... | ..... | 6 | ..... |
| Allentown, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Allentown Terminal, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Altoona and Beech Creek, | 2 | ..... | 42 | ..... | 42 | 25 | 10,632 |
| Bald Eagle Valley, | ..... | ..... | ..... | ..... | ..... | 12 | 600 |
| Baltimore and Ohio, | 1,703 | 1,130 | 74,501 | 2,726 | 78,357 | 50,731 | 30,845,326 |
| Bangor and Portland, | 6 | 7 | 7 | 9 | 23 | 127 | 72,842 |
| Bare Rock, | 1 | 1 | 7 | ..... | 8 | 3 | 930 |
| Beaver Valley, | 1 | ..... | ..... | ..... | ..... | ..... | 1,560 |
| Bedford and Bridgeport, | ..... | ..... | ..... | ..... | ..... | 11 | ..... |
| Bedford and Hollidaysburg, | ..... | ..... | ..... | ..... | ..... | 11 | ..... |
| Bellefonte Central, | 4 | 5 | 78 | ..... | 83 | 53 | 23,567 |
| Bells Run, | ..... | ..... | ..... | ..... | ..... | ..... | 5,056 |
| Belvidere-Delaware, | ..... | ..... | ..... | ..... | ..... | 15 | 300 |
| Bessemer and Lake Erie, | 21 | 10 | 1,000 | 27 | 1,037 | 3,283 | 1,687,712 |
| Big Level and Kinzua, | ..... | ..... | ..... | ..... | ..... | 5 | ..... |
| Bloom Run, | ..... | ..... | ..... | ..... | ..... | 8 | ..... |
| Bloomsburg and Sullivan, | 5 | 5 | ..... | 1 | 6 | 64 | 30,169 |
| Bradford and Western Pennsylvania, | 2 | 1 | 49 | ..... | 50 | 14 | 4,04[illegible] |
| Brock, | ..... | ..... | ..... | ..... | ..... | 7 | 1,186 |
| Brookville, | ..... | ..... | ..... | ..... | ..... | 6 | 871 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Brownstone and Middletown, | 4 | 3 | ..... | 43 | 46 | 22 | 7,860 |
| Buffalo, Bradford and Kane, | 5 | 11 | 97 | 5 | 113 | 52 | 29,290 |
| Buffalo, Rochester and Pittsburg, | 249 | 89 | 12,748 | 471 | 13,308 | 4,966 | 3,493,418 |
| Buffalo and Susquehanna, | 39 | 22 | 1,535 | 54 | 1,611 | 965 | 436,595 |
| Cambria and Clearfield, | ..... | ..... | ..... | ..... | ..... | 13 | 1,500 |
| Cammal and Black Forest, | ..... | ..... | ..... | ..... | ..... | 35 | 13,625 |
| Catasauqua and Fogelsville, | 3 | 4 | 3 | ..... | 7 | 59 | 26,113 |
| Catawissa, | ..... | ..... | ..... | ..... | ..... | 3 | 7,440 |
| Central Railroad of New Jersey, | 456 | 523 | 19,212 | 429 | 20,164 | 11,560 | 7,117,614 |
| Central Railroad of Pennsylvania, | 3 | 6 | 8 | 3 | 17 | 70 | 33,727 |
| Central Valley, | ..... | ..... | ..... | ..... | ..... | 5 | ..... |
| Chartiers, | ..... | ..... | ..... | ..... | ..... | 9 | ..... |
| Cherry Tree and Dixonville, | ..... | ..... | ..... | ..... | ..... | 35 | 2,480 |
| Chester Creek, | ..... | ..... | ..... | ..... | ..... | 11 | ..... |
| Chester and Delaware River, | ..... | ..... | ..... | ..... | ..... | 68 | 31,925 |
| Chestnut Hill, | ..... | ..... | ..... | ..... | ..... | 2 | 300 |
| Chestnut Ridge, | 2 | 2 | 2 | 6 | 10 | 17 | 3,932 |
| Cheswick and Harmer, | ..... | ..... | ..... | ..... | ..... | 11 | 1,939 |
| Clearfield and Mahoning, | ..... | ..... | ..... | ..... | ..... | 5 | ..... |
| Cleveland and Pittsburg, | ..... | ..... | ..... | ..... | ..... | 3 | 6,500 |
| Colebrookdale, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Columbia and Port Deposit, | ..... | ..... | ..... | ..... | ..... | 12 | ..... |
| Connecting, | ..... | ..... | ..... | ..... | ..... | 13 | ..... |
| Cornwall and Lebanon, | 11 | 17 | 615 | 8 | 640 | 192 | 78,014 |
| Cornwall, | 6 | 9 | 152 | 9 | 170 | 90 | 38,753 |
| Coudersport and Port Allegheny, | 3 | 4 | 56 | 2 | 62 | 54 | 34,039 |
| Cumberland Valley, | 54 | 70 | 635 | 113 | 818 | 1,682 | 812,654 |
| Delaware and Hudson, | 349 | 378 | 13,263 | 541 | 14,182 | 8,698 | 5,476,349 |
| Delaware, Lackawanna and Western, | 664 | 722 | 23,360 | 900 | 24,982 | 18,878 | 10,367,866 |
| Delaware River Railroad and Bridge Co., | ..... | ..... | ..... | ..... | ..... | 15 | 2,650 |
| Delaware River and Union, | 1 | ..... | 3 | ..... | 3 | 5 | ..... |
| Delaware, Susquehanna and Schuylkill, | 23 | 3 | 1,375 | 21 | 1,399 | 292 | 207,557 |
| Delaware Valley, | 1 | 3 | 1 | ..... | 4 | ..... | 5,579 |
| Dents Run, | 1 | ..... | ..... | 1 | 1 | 19 | 6,150 |
| Dillsburg and Mechanicsburg, | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| Donora Southern, | ..... | ..... | ..... | ..... | ..... | 35 | 22,423 |
| Dunkirk, Allegheny Valley and Pittsburg, | 10 | 16 | ..... | 8 | 24 | 238 | 122,623 |
| East Berlin, | 1 | 1 | ..... | ..... | 1 | 13 | 4,080 |
| East Broad Top, | 9 | 13 | 340 | 2 | 355 | 126 | 63,535 |
| East Mahonoy, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| East Pennsylvania, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Eddystone and Delaware River, | 1 | ..... | ..... | 2 | 2 | 5 | 2,143 |
| Elk and Highlands, | 4 | 1 | 52 | 4 | 57 | 22 | 8,743 |

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—Continued.

| Name of Company. | Number of locomotives in service. | Number of cars in passenger service. | Number of cars in freight service. | Number of cars in company's service. | Total number of cars in service. | Total number of employes. | Total yearly compensation. |
|---|---|---|---|---|---|---|---|
| Elmira and Williamsport, | ..... | ..... | ..... | ..... | ..... | 2 | 3,200 |
| Emporium and Rich Valley, | 2 | 2 | 67 | ..... | 69 | 32 | 10,141 |
| Erie, | 1,242 | 974 | 50,695 | 803 | 52,472 | 29,870 | 17,366,707 |
| Erie and Pittsburg, | ..... | ..... | ..... | ..... | ..... | 2 | 1,000 |
| Etna and Montrose, | 5 | ..... | ..... | 18 | 18 | 42 | 28,757 |
| Gettysburg and Harrisburg, | 3 | 11 | ..... | ..... | 11 | 83 | 42,409 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | ..... | ..... | ..... | ..... | ..... | 10 | 1,700 |
| Hooverhurst and Southwestern, | 2 | 1 | 1 | ..... | 2 | 17 | 7,607 |
| Hunter's Run and Slate Belt, | 2 | 3 | ..... | ..... | 3 | 21 | 6,015 |
| Huntingdon and Boad Top Mountain, | 24 | 12 | 2,600 | 40 | 2,652 | 438 | 244,474 |
| Ironton, | 11 | 3 | 8 | 2 | 13 | 97 | 66,309 |
| Jamestown and Franklin, | ..... | ..... | ..... | ..... | ..... | 5 | 600 |
| Jersey Shore and Antes Fort, | ..... | 2 | 1 | ..... | 3 | 5 | 619 |
| Johnsonburg, | ..... | ..... | ..... | ..... | ..... | 10 | ..... |
| Johnstown and Stony Creek, | 2 | ..... | 28 | ..... | 28 | 12 | 4,902 |
| Junction, | ..... | ..... | ..... | ..... | ..... | 13 | 3,000 |
| Kane and Elk, | 3 | ..... | 28 | 2 | 30 | 21 | 7,838 |
| Keating and Smethport, | 2 | ..... | 5 | ..... | 5 | ..... | ..... |
| Ketner and Kay Fork, | 1 | ..... | ..... | ..... | ..... | 19 | 3,558 |
| Kinzua and Tiona, | ..... | ..... | ..... | ..... | ..... | 5 | 607 |
| Kinzua Valley, | ..... | ..... | ..... | ..... | ..... | 5 | ..... |
| Kishacoquillas Valley, | 2 | 2 | 2 | 2 | 6 | 21 | 5,840 |
| Lackawanna and Montrose, | ..... | ..... | ..... | ..... | ..... | 24 | 15,333 |
| Lackawanna and Wyoming Valley, | 1 | 30 | 20 | 1 | 51 | 276 | 144,333 |
| Lake Shore and Michigan Southern, | 673 | 483 | 26,622 | 1,259 | 28,364 | 21,935 | 14,205,312 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Lancaster, Oxford and Southern, | 2 | 3 | 21 | ..... | 24 | 26 | 9,999 |
| Lancaster and Quarryville, | ..... | ..... | ..... | ..... | ..... | 11 | ..... |
| Leetonia, | 3 | ..... | 49 | ..... | 49 | 84 | 36,135 |
| Lehigh and New England, | 12 | 7 | 76 | 18 | 101 | 277 | 130,812 |
| Lehigh Valley, | 747 | 488 | 35,817 | 1,225 | 37,530 | 20,372 | 11,023,548 |
| Lewisburg and Buffalo Valley, | 3 | ..... | 40 | ..... | 40 | ..... | ..... |
| Ligonier Valley, | 3 | 9 | 15 | ..... | 24 | 60 | 28,862 |
| Little Schuylkill Navigation, | ..... | ..... | ..... | ..... | ..... | 2 | 3,200 |
| Lykens Valley, | ..... | ..... | ..... | ..... | ..... | 4 | 1,200 |
| McKeesport Connecting, | 14 | ..... | 272 | ..... | 272 | 219 | 167,521 |
| McKeesport Terminal, | 2 | ..... | 4 | ..... | 4 | 6 | 5,036 |
| Mahoning Valley, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Maryland and Pennsylvania, | 12 | 22 | 147 | 7 | 176 | 265 | 128,661 |
| Meadville, Conneaut Lake and Linesville, | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| Mercer Valley, | 13 | ..... | ..... | ..... | ..... | 113 | 74,779 |
| Midway and Oakdale, | ..... | ..... | ..... | ..... | ..... | 7 | ..... |
| Middletown and Hummelstown, | ..... | ..... | ..... | ..... | ..... | 16 | 5,348 |
| Mill Creek and Mine Hill, | ..... | ..... | ..... | ..... | ..... | 4 | 450 |
| Mine Hill and Schuylkill Haven, | ..... | ..... | ..... | ..... | ..... | 4 | 4,800 |
| Monongahela, | 16 | 3 | ..... | 21 | 24 | 554 | 288,738 |
| Monongahela Connecting, | 22 | ..... | 635 | 15 | 650 | 567 | 356,506 |
| Montour, | 6 | 3 | 845 | 14 | 862 | 66 | 38,360 |
| Mount Carbon and Port Carbon, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Mount Jewett, Kinzua and Riterville, | 6 | 7 | 82 | ..... | 89 | 96 | 48,753 |
| Mount Penn Gravity, | 1 | 11 | 1 | 2 | 14 | 18 | 4,506 |
| Mount Pleasant and Latrobe, | 1 | ..... | ..... | ..... | ..... | 5 | 2,111 |
| Neversink Mountain, | ..... | 8 | ..... | ..... | 8 | 18 | 3,661 |
| New Castle and Butler, | 3 | ..... | 115 | ..... | 115 | 12 | 4,644 |
| New Castle and Lowell, | ..... | ..... | 11 | ..... | 11 | 57 | 10,425 |
| New Haven and Dunbar, | 6 | ..... | 48 | 1 | 49 | 46 | 25,466 |
| Newport and Sherman's Valley, | 3 | 8 | 90 | 1 | 99 | 14 | 8,105 |
| New York Central and Hudson River, | 1,849 | 2,123 | 63,957 | 3,584 | 69,664 | 50,912 | 34,766,241 |
| New York, Chicago and St. Louis, | 175 | 72 | 8,317 | 132 | 8,521 | 4,886 | 3,373,436 |
| New York, Ontario and Western, | 167 | 174 | 7,426 | 212 | 7,812 | 4,611 | 2,788,417 |
| New York and Pennsylvania, | 6 | 5 | 30 | ..... | 35 | 127 | 44,200 |
| New York, Susquehanna and Western, | 53 | 81 | 2,351 | 30 | 2,462 | 1,465 | 762,365 |
| Nittany Valley, | 1 | ..... | 10 | ..... | 10 | 15 | 3,505 |
| Norristown Junction, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Norristown and Main Line Connecting, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Northern Central, | 219 | 160 | 9,219 | 203 | 9,582 | 6,588 | 4,141,083 |
| Northern Liberties, | 3 | ..... | ..... | ..... | ..... | 35 | 26,219 |
| North Bend and Kettle Creek, | 1 | ..... | 2 | ..... | 2 | 10 | 3,653 |
| North Pennsylvania, | ..... | ..... | ..... | ..... | ..... | 4 | 9,500 |

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—Continued.

| Name of Company. | Number of locomotives in service. | Number of cars in passenger service. | Number of cars in freight service. | Number of cars in company's service. | Total number of cars in service. | Total number of employes. | Total yearly compensation. |
|---|---|---|---|---|---|---|---|
| North East Pennsylvania, | ..... | ..... | ..... | ..... | ..... | 97 | 48,629 |
| Northampton and Bath, | 13 | ..... | 25 | ..... | 25 | ..... | ..... |
| Ohio Connecting, | ..... | ..... | ..... | ..... | ..... | 8 | ..... |
| Ohio River Junction, | 1 | ..... | ..... | ..... | ..... | 13 | 5,493 |
| Oley Valley, | ..... | 7 | ..... | ..... | 7 | 15 | 5,390 |
| Ontario, Carbondale and Scranton, | ..... | ..... | ..... | ..... | ..... | 3 | 2,500 |
| Pencoyd and Philadelphia, | 2 | ..... | 6 | ..... | 6 | 21 | 9,738 |
| Pennsylvania, | 2,948 | 2,169 | 113,119 | 3,300 | 118,588 | 88,405 | 61,204,230 |
| Pennsylvania Company, | 812 | 549 | 49,704 | 551 | 50,804 | 31,146 | 17,178,463 |
| Pennsylvania Western and Ohio River Connecting, | 1 | ..... | 20 | ..... | 20 | 8 | 3,081 |
| Perkiomen, | ..... | ..... | ..... | 1 | 1 | 161 | 116,298 |
| Philadelphia, Baltimore and Washington, | 293 | 391 | 3,727 | 260 | 4,378 | 9,334 | 5,715,167 |
| Philadelphia and Baltimore Central, | ..... | ..... | ..... | ..... | ..... | 13 | 2,500 |
| Philadelphia Belt Line, | ..... | ..... | ..... | ..... | ..... | 10 | 5,748 |
| Philadelphia and Chester Valley, | ..... | ..... | ..... | ..... | ..... | 47 | 23,767 |
| Philadelphia and Delaware County, | ..... | ..... | ..... | ..... | ..... | 12 | ..... |
| Philadelphia and Erie, | ..... | ..... | ..... | ..... | ..... | 14 | 7,270 |
| Philadelphia and Frankford, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Philadelphia, Germantown and Norristown, | ..... | ..... | ..... | ..... | ..... | 3 | 5,567 |
| Philadelphia, Harrisburg and Pittsburg, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Philadelphia, Newtown and New York, | ..... | ..... | ..... | ..... | ..... | 101 | 54,539 |
| Philadelphia and Reading, | 900 | 843 | 38,280 | 860 | 39,983 | 22,687 | 13,388,239 |
| Philadelphia and Reading Terminal, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Philadelphia and Trenton, | ..... | ..... | ..... | ..... | ..... | 10 | ..... |
| Pickering Valley, | ..... | ..... | ..... | ..... | ..... | 26 | 10,643 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Pittsburg, Allegheny and McKees Rocks, | 7 | ..... | 110 | ..... | 110 | 77 | ..... |
| Pittsburg and Allegheny River, | 2 | ..... | 18 | ..... | 18 | 22 | 10,945 |
| Pittsburg, Bessemer and Lake Erie, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Pittsburg and Castle Shannon, | 4 | 9 | 280 | ..... | 289 | 58 | 41,584 |
| Pittsburg, Chartiers and Youghiogheny, | 9 | 4 | 100 | 2 | 106 | 126 | 85,785 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 607 | 490 | 21,218 | 421 | 22,129 | 21,630 | 12,856,013 |
| Pittsburg, Fort Wayne and Chicago, | ..... | ..... | ..... | ..... | ..... | 5 | 9,100 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 2 | 7 | 272 | 2 | 281 | 59 | 26,746 |
| Pittsburg and Lake Erie, | 129 | 92 | 8,835 | 122 | 9,049 | 5,427 | 3,867,807 |
| Pittsburg, Lisbon and Western, | 5 | 4 | 40 | 4 | 48 | 73 | 36,476 |
| Pittsburg and Moon Run, | 2 | 1 | ..... | ..... | 1 | 29 | 13,169 |
| Pittsburg and Northern, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Pittsburg and Ohio Valley, | 5 | ..... | ..... | ..... | ..... | 56 | 23,142 |
| Pittsburg, Shawmut and Northern, | 32 | 21 | 3,021 | 126 | 3,168 | 908 | 544,898 |
| Pittsburg, Summerville and Clarion, | 2 | 2 | 4 | ..... | 6 | 35 | 7,206 |
| Pittsburg, Youngstown and Ashtabula, | ..... | ..... | ..... | ..... | ..... | 8 | ..... |
| Plymouth, | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| Pomeroy and Newark, | ..... | ..... | ..... | ..... | ..... | 9 | ..... |
| Portland and Northern, | ..... | 1 | 15 | ..... | 16 | 17 | 9,143 |
| Quakertown and Eastern, | 1 | 1 | ..... | ..... | 1 | 20 | 9,395 |
| Reading Belt, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Reading and Columbia, | 5 | 3 | 5 | 8 | 16 | 184 | 103,513 |
| Reading, Marietta and Hanover, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Reynoldsville and Falls Creek, | 4 | ..... | ..... | 5 | 5 | 77 | 54,281 |
| Ridgway and Clearfield, | ..... | ..... | ..... | ..... | ..... | 11 | 500 |
| Rodgers, | 1 | ..... | 12 | ..... | 12 | 12 | 1,069 |
| Rupert and Bloomsburg, | ..... | ..... | ..... | ..... | ..... | 16 | 6,517 |
| Schuylkill and Lehigh, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Schuylkill Valley Navigation, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Scootac, | 1 | ..... | ..... | ..... | ..... | 10 | 4,582 |
| Scottdale Connecting, | 3 | ..... | ..... | ..... | ..... | 16 | 5,529 |
| Scranton, Dunmore and Moosic Lake, | 2 | 8 | 2 | ..... | 10 | 39 | 20,085 |
| Scranton and Spring Brook, | 2 | ..... | 8 | ..... | 8 | ..... | ..... |
| Shamokin, Sunbury and Lewisburg, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Shamokin Valley and Pottsville, | ..... | ..... | ..... | ..... | ..... | 13 | ..... |
| Sharon, | ..... | ..... | ..... | ..... | ..... | 3 | 1,200 |
| Sharpsville, | 3 | 1 | ..... | ..... | 1 | 48 | 24,952 |
| Sheffield and Tionesta, | 3 | 3 | 32 | ..... | 35 | 56 | 25,458 |
| Shenango Valley, | ..... | ..... | ..... | ..... | ..... | 2 | ..... |
| Slate Run, | 4 | ..... | 76 | 1 | 77 | 124 | 33,727 |
| South Chester, | ..... | ..... | ..... | ..... | ..... | 10 | ..... |
| South Shore, | 2 | ..... | 6 | ..... | 6 | ..... | 16,973 |
| Southwest Pennsylvania, | ..... | ..... | ..... | ..... | ..... | 12 | 600 |
| State Line and Sullivan, | ..... | ..... | ..... | ..... | ..... | 2 | 4,560 |

TABLE E—EQUIPMENT AND PERSONS EMPLOYED—Continued.

| Name of Company. | Number of locomotives in service. | Number of cars in passenger service. | Number of cars in freight service. | Number of cars in company's service. | Total number of cars in service. | Total number of employes. | Total yearly compensation. |
|---|---|---|---|---|---|---|---|
| St. Clair Terminal, | 7 | ..... | 141 | ..... | 141 | 118 | 84,476 |
| St. Mary's and Western, | ..... | ..... | ..... | ..... | ..... | 22 | 6,366 |
| Stewart, | ..... | ..... | ..... | ..... | ..... | 3 | ..... |
| Stewartstown, | 1 | ..... | ..... | ..... | ..... | 19 | 4,507 |
| Stony Creek, | ..... | ..... | ..... | ..... | ..... | 38 | 16,562 |
| Susquehanna and Buffalo, | 1 | ..... | ..... | ..... | ..... | 14 | 7,062 |
| Susquehanna, Bloomsburg and Berwick, | 6 | 5 | 2 | ..... | 7 | 113 | 39,637 |
| Susquehanna and New York, | 10 | 8 | 212 | 5 | 225 | 240 | 104,460 |
| Susquehanna River Western, | 3 | 2 | 4 | ..... | 6 | ..... | ..... |
| Tamaqua, Hazleton and Northern, | ..... | ..... | ..... | ..... | ..... | 17 | 6,669 |
| Tionesta Valley, | 10 | 4 | 474 | 2 | 480 | 119 | 59,294 |
| Tipton, | ..... | ..... | ..... | ..... | ..... | 9 | ..... |
| Tuscarora Valley, | 4 | 5 | 29 | ..... | 34 | 50 | 10,941 |
| Union, | 78 | ..... | 1,100 | 13 | 1,113 | 1,178 | 923,197 |
| Ursina and North Fork, | 2 | 1 | 2 | ..... | 3 | 17 | 6,883 |
| Valley, | 2 | 1 | ..... | ..... | 1 | ..... | 6,568 |
| Valley Connecting, | 2 | ..... | ..... | 12 | 12 | 15 | 9,255 |
| Wabash-Pittsburg Terminal, | 68 | ..... | 246 | 81 | 327 | 685 | 600,969 |
| Washington and Franklin, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Washington Run, | 1 | 2 | 4 | ..... | 6 | 35 | 21,833 |
| Waynesburg and Washington, | 6 | 12 | 150 | 2 | 164 | 144 | 71,517 |
| Westinghouse Inter-Works, | 1 | ..... | 26 | 1 | 27 | 12 | 4,472 |
| Western Maryland, | 77 | 87 | 605 | 96 | 788 | 2,069 | 737,676 |
| Western New York and Pennsylvania, | ..... | ..... | ..... | ..... | ..... | 16 | ..... |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Western Washington, | ..... | ..... | ..... | ..... | ..... | 8 | ..... |
| West Side Belt, | 5 | ..... | ..... | 2 | 2 | 315 | 149,131 |
| Wilkes-Barre and Eastern, | ..... | ..... | ..... | ..... | ..... | 216 | 116,432 |
| Wilkes-Barre and Hazelton, | 1 | 6 | ..... | ..... | 6 | 61 | 38,960 |
| Williamsport and North Branch, | 8 | 19 | 172 | 4 | 195 | 173 | 68,281 |
| Williams Valley, | 1 | ..... | 3 | ..... | 3 | 20 | 10,500 |
| Wilmington and Northern, | ..... | ..... | ..... | ..... | ..... | 4 | ..... |
| Winfield, | 1 | 1 | ..... | 2 | 3 | 21 | 12,156 |
| Wyoming and Pond Creek, | 1 | ..... | 8 | ..... | 8 | 2 | ..... |
| York, Hanover and Frederick, | ..... | ..... | ..... | ..... | ..... | 11 | ..... |
| York Haven and Rowenna, | ..... | ..... | ..... | ..... | ..... | 5 | ..... |
| Total, | 15,079 | 12,522 | 600,911 | 18,860 | 632,293 | 434,474 | $270,426,207 |

## COMPARATIVE TABLE FOR FIVE YEARS.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1901, | 12,133 | 10,930 | 537,409 | 16,687 | 565,026 | 335,865 | $189,204,533 |
| 1902, | 12,968 | 11,458 | 569,346 | 15,236 | 596,040 | 377,798 | 215,963,278 |
| 1903, | 13,871 | 11,842 | 601,714 | 16,803 | 630,359 | 419,581 | 254,116,825 |
| 1904, | 14,545 | 12,259 | 598,072 | 17,398 | 627,727 | 407,998 | 264,842,523 |
| 1905, | 15,079 | 12,522 | 600,911 | 18,860 | 632,293 | 434,479 | 270,426,207 |

## TABLE F—TRAIN MILEAGE.

| Name of Company. | Mileage of revenue passenger trains. | Mileage of revenue mixed trains. | Mileage of revenue freight trains. | Total revenue train mileage. |
|---|---|---|---|---|
| Baltimore and Ohio, | 14,129,522 | 533,212 | 21,922,857 | 36,585,591 |
| Bangor and Portland, | 44,044 | 5,329 | 57,338 | 106,711 |
| Bare Rock, | ..... | 2,000 | ..... | 2,000 |
| Bellefonte Central, | 41,700 | ..... | 13,772 | 55,472 |
| Bells Run, | ..... | ..... | 3,500 | 3,500 |
| Bessemer and Lake Erie, | 354,574 | 50,500 | 1,093,466 | 1,498,540 |
| Bradford and Western Pennsylvania, | ..... | ..... | 2,103 | 2,103 |
| Brock, | ..... | ..... | 5,682 | 5,682 |
| Brookville, | ..... | 2,000 | ..... | 2,000 |
| Buffalo, Bradford and Kane, | 80,062 | 10,519 | 14,002 | 104,583 |
| Buffalo, Rochester and Pittsburg, | 1,031,033 | 85,034 | 2,548,877 | 3,664,944 |
| Buffalo and Susquehanna, | 194,665 | 90,605 | 366,513 | 651,783 |
| Catasauqua and Fogelsville, | 176 | 18,666 | 24,150 | 42,992 |
| Central Railroad of New Jersey, | 3,645,551 | 100,257 | 3,577,601 | 7,323,409 |
| Central Railroad of Pennsylvania, | 57,840 | ..... | 40,238 | 98,078 |
| Chester and Delaware River, | ..... | ..... | 3,831 | 3,831 |
| Chestnut Ridge, | ..... | 13,020 | ..... | 13,020 |
| Cornwall, | 33,570 | ..... | 14,576 | 48,146 |
| Cornwall and Lebanon, | 67,871 | ..... | 76,106 | 143,977 |
| Coudersport and Port Allegheny, | 50,600 | ..... | 25,300 | 75,900 |
| Cumberland Valley, | 592,267 | ..... | 593,394 | 1,185,661 |
| Delaware and Hudson, | 3,010,907 | 205,991 | 4,374,543 | 7,591,441 |
| Delaware, Lackawanna and Western, | 5,424,784 | 33,769 | 6,688,017 | 12,146,570 |
| Delaware, Susquehanna and Schuylkill, | 26,083 | 17,083 | 240,087 | 283,253 |
| Delaware Valley, | 24,414 | ..... | 7,512 | 31,926 |

| | | | | |
|---|---|---|---|---|
| Dunkirk, Allegheny Valley and Pittsburg, | 126,016 | ..... | 106,322 | 232,338 |
| Elk and Highlands, | ..... | ..... | 9,278 | 9,278 |
| Emporium and Rich Valley, | ..... | 7,500 | ..... | 7,500 |
| Erie, | 7,951,923 | ..... | 10,948,657 | 18,900,580 |
| Gettysburg and Harrisburg, | 56,873 | 15,769 | 71,255 | 143,897 |
| Hooverhurst and Southwestern, | ..... | ..... | 16,915 | 16,915 |
| Hunter's Run and Slate Belt, | ..... | 12,094 | ..... | 12,094 |
| Huntingdon and Broad Top Mountain, | 75,732 | ..... | 297,877 | 373,609 |
| Ironton, | 11,680 | ..... | 81,646 | 93,326 |
| Ketner and Kay Fork, | ..... | ..... | 6,340 | 6,340 |
| Kishacoquillas Valley, | ..... | 32,000 | ..... | 32,000 |
| Lackawanna and Montrose, | 24,470 | 9,514 | 1,098 | 35,082 |
| Lackawanna and Wyoming Valley, | 1,203,702 | ..... | 58,319 | 1,262,021 |
| Lake Shore and Michigan Southern, | 6,844,591 | 351,114 | 7,447,797 | 14,643,502 |
| Leetonia, | ..... | ..... | 20,059 | 20,059 |
| Lehigh and New England, | 17,160 | 86,562 | 194,242 | 297,964 |
| Lehigh Valley, | 4,058,662 | ..... | 8,195,176 | 12,253,838 |
| Ligonier Valley, | 22,664 | ..... | 12,450 | 35,114 |
| Maryland and Pennsylvania, | 214,418 | ..... | 59,572 | 273,990 |
| Middletown and Hummelstown, | ..... | 12,798 | ..... | 12,798 |
| Monongahela, | 58,921 | ..... | 155,091 | 214,012 |
| Mount Jewett, Kinzua and Riterville, | ..... | 47,333 | 30,653 | 77,986 |
| New Haven and Dunbar, | ..... | 36,750 | ..... | 36,750 |
| New York Central and Hudson River, | 22,628,345 | 215,340 | 19,835,909 | 42,679,594 |
| New York, Chicago and St. Louis, | 1,205,334 | ..... | 4,230,146 | 5,435,480 |
| New York, Ontario and Western, | 1,184,719 | 803,315 | 1,942,570 | 3,930,604 |
| New York and Pennsylvania, | 73,626 | 34,317 | ..... | 107,943 |
| New York, Susquehanna and Western, | 591,070 | ..... | 638,121 | 1,229,191 |
| Northern Central, | 2,110,563 | ..... | 2,951,895 | 5,062,458 |
| North East Pennsylvania, | 111,253 | ..... | 17,195 | 128,448 |
| Pennsylvania, | 21,883,177 | ..... | 30,148,798 | 52,031,975 |
| Pennsylvania Company, | 6,832,407 | ..... | 11,582,304 | 18,414,711 |
| Perkiomen, | 78,882 | 44,469 | 169,644 | 292,995 |
| Philadelphia, Baltimore and Washington, | 5,151,495 | ..... | 2,809,450 | 7,960,945 |
| Philadelphia and Chester Valley, | 32,128 | 13,329 | 16,682 | 62,139 |
| Philadelphia, Newtown and New York, | 111,312 | ..... | 13,282 | 124,594 |
| Philadelphia and Reading, | 6,130,330 | 272,296 | 10,002,684 | 16,405,410 |
| Pickering Valley, | 18,228 | 8,072 | 23 | 26,323 |
| Pittsburg, Chartiers and Youghiogheny, | 34,268 | ..... | 31,845 | 66,113 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 6,997,081 | ..... | 9,363,191 | 16,360,272 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 63,124 | ..... | 10,958 | 74,082 |
| Pittsburg and Lake Erie, | 927,259 | ..... | 1,462,375 | 2,389,634 |
| Pittsburg, Lisbon and Western, | 48,620 | ..... | 29,568 | 78,188 |
| Pittsburg, Shawmut and Northern, | 228,169 | 30,958 | 281,779 | 540,906 |

TABLE F—TRAIN MILEAGE—Continued.

| Name of Company. | Mileage of revenue passenger trains. | Mileage of revenue mixed trains. | Mileage of revenue freight trains. | Total revenue train mileage. |
|---|---|---|---|---|
| Pittsburg, Summerville and Clarion, | ..... | 14,976 | ..... | 14,976 |
| Reading and Columbia, | 128,836 | ..... | 128,725 | 257,561 |
| Reynoldsville and Falls Creek, | ..... | ..... | 40,320 | 40,320 |
| Rupert and Bloomsburg, | 20 | 17,528 | ..... | 17,548 |
| Scranton, Dunmore and Moosic Lake, | 31,417 | ..... | ..... | 31,417 |
| Sharpsville, | ..... | 15,602 | ..... | 15,602 |
| Sheffield and Tionesta, | 35,960 | ..... | 20,400 | 56,360 |
| Slate Run, | ..... | ..... | 16,200 | 16,200 |
| St. Mary's and Western, | ..... | ..... | 3,918 | 3,918 |
| Stony Creek, | 15,255 | ..... | 27,171 | 42,426 |
| Susquehanna and New York, | 79,804 | 18,216 | 40,723 | 138,743 |
| Tamaqua, Hazleton and Northern, | ..... | ..... | 16,184 | 16,184 |
| Tionesta Valley, | 43,680 | ..... | 93,366 | 137,056 |
| Tuscarora Valley, | ..... | 33,804 | ..... | 33,804 |
| Wabash Pittsburg Terminal, | 164,396 | ..... | 70,810 | 235,206 |
| Washington Run, | 5,840 | 2,920 | 5,840 | 14,600 |
| Waynesburg and Washington, | 61,298 | ..... | 70,278 | 131,576 |
| Westinghouse Inter-Works, | ..... | ..... | 3,830 | 3,830 |
| Western Maryland, | 818,137 | 8,138 | 652,702 | 1,478,977 |
| West Side Belt, | 23,767 | ..... | 40,989 | 64,756 |
| Wilkes-Barre and Eastern, | 28,688 | ..... | 227,018 | 255,706 |
| Williamsport and North Branch, | 130,619 | 4,493 | 48,437 | 183,549 |
| Williams Valley, | ..... | 47,970 | ..... | 47,970 |
| Winfield, | ..... | 15,210 | ..... | 15,210 |
| Total, | 127,485,582 | 3,280,472 | 166,451,552 | 297,317,606 |

## COMPARATIVE TABLE FOR FIVE YEARS.

| | | | | |
|---|---|---|---|---|
| 1901, | 108,332,383 | 2,662,163 | 150,687,157 | 261,681,703 |
| 1902, | 116,529,563 | 2,892,174 | 149,171,694 | 268,593,431 |
| 1903, | 119,092,411 | 3,336,549 | 155,456,094 | 277,885,054 |
| 1904, | 123,502,616 | 3,732,165 | 159,590,872 | 286,825,653 |
| 1905, | 127,485,582 | 3,380,472 | 166,451,552 | 297,317,606 |

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.

| Name of Company. | Number of passengers carried earning revenue. | Number of passengers carried one mile. | Average distance carried. | Total passenger revenue. | Average amount received from each passenger. | Average receipts per passenger per mile. | Passenger earnings per train mile. | Passenger earnings per mile of road. |
|---|---|---|---|---|---|---|---|---|
| | | | | | Cts. | Cts. | Mills. | |
| Baltimore and Ohio, | 15,518,372 | 705,493,811 | 45 | $13,817,141 | 89.0 | 01.959 | 114.8 | 4,184 |
| Bangor and Portland, | 48,346 | 455,812 | 9 | 6,172 | 12.8 | 01.354 | 19.2 | 248 |
| Bare Rock, | 3,836 | 19,180 | 5 | 576 | 15.0 | 03 | 28.7 | 230 |
| Bellefonte Central, | 42,721 | 605,585 | 14 | 13,098 | 30.6 | 02.163 | 36.3 | 562 |
| Bessemer and Lake Erie, | 576,179 | 13,189,271 | 23 | 248,025 | 43.0 | 01.880 | 167.4 | 1,339 |
| Bloomsburg and Sullivan, | 68,340 | 205,020 | 30 | 25,180 | 36.8 | 01.229 | ..... | 931 |
| Brownstone and Middletown, | 29,505 | 59,010 | 2 | 911 | ..... | 01.545 | ..... | 365 |
| Buffalo, Bradford and Kane, | 60,922 | 1,076,404 | 18 | 28,632 | 46.9 | 02.660 | 34.9 | 762 |
| Buffalo, Rochester and Pittsburg, | 1,335,179 | 45,389,534 | 34 | 933,918 | 69.9 | 02.058 | 93.4 | 1,937 |
| Buffalo and Susquehanna, | 287,644 | 4,900,975 | 17 | 135,815 | 47.2 | 02.771 | 53.5 | 885 |
| Cammal and Black Forest, | ..... | ..... | ..... | 46 | ..... | ..... | ..... | ..... |
| Catasauqua and Fogelsville, | 3,155 | 17,964 | 6 | 516 | 16.3 | 02.872 | ..... | 18 |
| Central Railroad of New Jersey, | 18,517,577 | 257,496,731 | 14 | 4,342,825 | 23.1 | 01.395 | 112.5 | 6,404 |
| Central Railroad of Pennsylvania, | 82,083 | 907,692 | 11 | 17,067 | 20.7 | 01.880 | 32.7 | 695 |
| Chestnut Ridge, | ..... | ..... | ..... | 1,356 | 23.5 | 03.447 | ..... | 185 |
| Cornwall, | 118,187 | 952,713 | 8 | 18,765 | 15.8 | 01.969 | 59.3 | 1,571 |
| Cornwall and Lebanon, | 116,132 | 1,363,627 | 12 | 25,666 | 22.1 | 01.882 | 42.5 | 1,333 |
| Coudersport and Port Allegheny, | 74,319 | 1,183,838 | 16 | 35,645 | 47.9 | 03.011 | 80.5 | 906 |
| Cumberland Valley, | 1,333,422 | 23,948,846 | 18 | 486,307 | 36.4 | 02.031 | 95.0 | 3,450 |
| Delaware and Hudson, | 6,667,714 | 116,378,464 | 17 | 2,509,239 | 37.6 | 02.156 | 88.1 | 3,366 |
| Delaware, Lackawanna and Western, | 18,473,656 | 378,410,821 | 20 | 5,377,118 | 29.1 | 01.421 | 126.9 | 8,486 |
| Delaware, Susquehanna and Schuylkill, | 16,885 | 144,791 | 9 | 4,436 | 26.2 | 03.064 | 11.4 | 27 |
| Delaware Valley, | 50,101 | 350,415 | 7 | 10,525 | 21.0 | 03.003 | 50.7 | 1,021 |
| Dunkirk, Allegheny Valley and Pittsburg, | 239,622 | 4,636,194 | 19 | 106,227 | 44.3 | 02.291 | 98.6 | 1,372 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| East Broad Top, | 103,885 | 1,138,469 | 11 | 22,380 | ..... | 01.974 | ..... | 696 |
| Emporium and Rich Valley, | 1,206 | 7,442 | 6 | 315 | 26.1 | ..... | ..... | ..... |
| Erie, | 20,240,210 | 525,331,393 | 26 | 7,688,576 | 37.9 | 01.464 | 114.2 | 4,828 |
| Gettysburg and Harrisburg, | 147,709 | 2,766,829 | 19 | 42,878 | 29.0 | 01.546 | 64.1 | 1,368 |
| Hunter's Run and Slate Belt, | 7,174 | 31,012 | 4 | 852 | 11.8 | 02.748 | 10.2 | 92 |
| Huntingdon and Broad Top Mountain, | 143,702 | 3,170,759 | 22 | 78,168 | 54.3 | 02.046 | 123.3 | 1,393 |
| Ironton, | 119,181 | 476,724 | 4 | 6,198 | 05.2 | 01.300 | 53.1 | 564 |
| Jersey Shore and Antes Fort, | ..... | ..... | ..... | 3,153 | ..... | ..... | ..... | ..... |
| Kishacoquillas Valley, | 33,094 | 256,201 | 8 | 5,731 | ..... | 02.237 | ..... | ..... |
| Lackawanna and Montrose, | 48,542 | 481,605 | 10 | 17,022 | 35.1 | 03.534 | 57.6 | 1,868 |
| Lackawanna and Wyoming Valley, | 2,757,302 | ..... | ..... | 357,137 | 12.9 | ..... | 29.6 | ..... |
| Lake Shore and Michigan Southern, | 5,836,371 | 347,376,259 | 60 | 7,140.316 | 122.3 | 02.055 | 146.7 | 7,101 |
| Lancaster, Oxford and Southern, | 17,170 | ..... | ..... | 5,331 | ..... | ..... | ..... | ..... |
| Lehigh and New England, | ..... | ..... | ..... | 12,137 | ..... | ..... | ..... | ..... |
| Lehigh Valley, | 4,535,233 | 202,056,339 | 45 | 3,509,825 | 77.4 | 01.737 | 101.4 | 2,953 |
| Ligonier Valley, | 170,269 | 1,179,878 | 6 | 28,658 | 16.8 | 02.429 | 140.4 | 2,894 |
| Maryland and Pennsylvania, | 418,780 | 6,275,893 | 15 | 131,679 | 31.4 | 02.098 | 67.4 | 1,818 |
| Middletown and Hummelstown, | 17,106 | 92,585 | 5 | 2,513 | 14.6 | 02.714 | 19.7 | 399 |
| Monongahela, | 82,715 | 720,691 | 9 | 20,563 | 24.8 | 02.853 | 43.6 | 445 |
| Montour, | 92,398 | 752,119 | 8 | 17,056 | 18.5 | 02.267 | ..... | 1,546 |
| Mount Jewett, Kinzua and Riterville, | 39,879 | 282,540 | 7 | 9,394 | 23.5 | 03.325 | 23.2 | 220 |
| Mount Penn Gravity, | 86,076 | 688,608 | 8 | 16,747 | 19.4 | 02.432 | 71.7 | 2,093 |
| Neversink Mountain, | 75,034 | ..... | ..... | 11,093 | ..... | ..... | ..... | ..... |
| New Castle and Lowell, | 984,317 | ..... | ..... | 49,126 | ..... | ..... | ..... | 4,854 |
| Newport and Sherman's Valley, | 40,420 | 440,758 | 11 | 12,479 | 30.8 | ..... | ..... | 438 |
| New York, Central and Hudson River, | 43,538,978 | 1,407,805,164 | 32 | 24,202,098 | 55.5 | 01.719 | 130.5 | 9,088 |
| New York, Chicago and St. Louis, | 942,969 | 88,425,688 | 94 | 1,382,198 | 146.5 | 01.563 | 126.7 | 2,802 |
| New York, Ontario and Western, | 1,731,806 | 63,108,404 | 36 | 1,192,140 | 68.8 | 01.889 | 67.8 | 2,460 |
| New York and Pennsylvania, | 69,567 | 1,305,485 | 19 | 27,387 | 39.3 | 02.098 | 30.2 | 582 |
| New York, Susquehanna and Western, | 2,754,176 | 44,484,688 | 16 | 460,112 | 16.7 | 01.034 | 84.9 | 3,307 |
| Northern Central, | 4,322,177 | 85,746,652 | 20 | 1,776,650 | 41.1 | 02.072 | 99.8 | 4,559 |
| North East Pennsylvania, | 842,672 | 4,993,812 | 6 | 73,399 | 08.7 | 01.470 | 69.2 | 2,976 |
| Oley Valley, | 285,875 | ..... | ..... | 36,339 | ..... | ..... | ..... | ..... |
| Pennsylvania, | 52,010,565 | 1,257,675,494 | 24 | 25,158,900 | 48.3 | 02.000 | 137.0 | 7,714 |
| Pennsylvania Company, | 10,429,270 | 284,271,869 | 27 | 5,662,944 | 54.3 | 01.992 | 110.0 | 5,157 |
| Perkiomen, | 238,627 | 2,666,677 | 11 | 61,813 | 25.9 | 02.517 | 53.3 | 1,715 |
| Philadelphia, Baltimore and Washington, | 10,138,464 | 308,213,961 | 30 | 6,182,199 | 60.9 | 02.006 | 139.4 | 10,159 |
| Philadelphia and Chester Valley, | 50,460 | 405,650 | 8 | 8,108 | 16.1 | 01.999 | 19.9 | 378 |
| Philadelphia, Newtown and New York, | 775,029 | 4,234,758 | 5 | 65,431 | 08.4 | 01.545 | 60.1 | 3,084 |
| Pickering Valley, | 49,603 | 322,150 | 7 | 7,577 | 15.2 | 02.352 | 30.7 | 720 |
| Philadelphia and Reading, | 28,503,771 | 361,675,888 | 13 | 5,717,399 | 20.1 | 01.581 | 99.4 | 6,253 |
| Pittsburg and Castle Shannon, | 1,227,499 | 1,909,545 | ..... | 40,003 | 03.2 | 02.095 | ..... | 7,429 |
| Pittsburg, Chartiers and Youghiogheny, | 89,450 | 421,866 | 5 | 8,533 | 09.5 | 02.025 | 34.3 | 425 |

TABLE G—NUMBER OF PASSENGERS CARRIED, COST PER MILE, ETC.—Continued.

| Name of Company. | Number of passengers carried earning revenue. | Number of passengers carried one mile. | Average distance carried | Total passenger revenue. | Average amount received from each passenger. | Average receipts per passenger per mile. | Passenger earnings per train mile. | Passenger earnings per mile of road. |
|---|---|---|---|---|---|---|---|---|
| | | | | | Cts. | Cts. | Mills. | |
| Pittsburg, Cincinnati, Chicago and St. Louis, .. | 10,452,735 | 337,966,573 | 32 | 6,504,800 | 62.2 | 01.925 | 125.8 | 6,184 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 246,469 | 1,163,334 | 5 | 28,274 | 11.4 | 02.430 | 47.8 | 1,901 |
| Pittsburg and Lake Erie, ..... | 2,411,661 | 55,002,437 | 23 | 1,011,420 | 41.9 | 01.839 | 124.4 | 6,051 |
| Pittsburg, Lisbon and Western, ..... | 68,475 | 633,924 | 9 | 17,148 | 25.0 | 02.704 | 43.3 | 349 |
| Pittsburg and Moon Run, ..... | 9,722 | 41,804 | 4 | 1,534 | 15.7 | 03.670 | ..... | 349 |
| Pittsburg, Shawmut and Northern, ..... | 209,397 | 2,907,420 | 14 | 71,456 | 34.1 | 02.457 | 33.7 | 418 |
| Pittsburg, Summerville and Clarion, ..... | 14,412 | 144,120 | 10 | 5,765 | 40.0 | ..... | ..... | 465 |
| Quakertown and Eastern, ..... | 12,252 | ..... | ..... | 2,855 | ..... | ..... | ..... | ..... |
| Reading and Columbia, ..... | 311,189 | 4,313,508 | 14 | 95,008 | 30.5 | 02.203 | 85.1 | 1,836 |
| Rupert and Bloomsburg, ..... | 41,105 | 62,954 | ..... | 2,015 | 04.9 | 03.201 | 122.8 | 1,375 |
| Scranton, Dunmore and Moosic Lake, ..... | 92,941 | 836,469 | 9 | ..... | ..... | ..... | ..... | ..... |
| Sharpsville, ..... | 11,162 | 72,553 | 6 | 2,832 | 25.3 | 03.903 | 24.5 | 216 |
| Sheffield and Tionesta, ..... | 21,737 | 217,370 | 10 | 9,782 | 45.0 | 04.500 | 27.2 | 288 |
| Stewartstown, ..... | ..... | ..... | ..... | 3,264 | ..... | ..... | ..... | ..... |
| Stony Creek, ..... | 19,027 | 138,368 | 7 | 2,980 | 15.6 | 02.154 | 23.5 | 357 |
| Susquehanna, Bloomsburg and Berwick, ..... | 29,514 | 342,390 | 12 | 10,785 | 36.5 | 03.149 | 22.5 | 294 |
| Susquehanna and New York, ..... | 73,452 | 844,302 | 11 | 29,221 | 39.7 | 03.461 | 32.5 | 575 |
| Tionesta Valley, ..... | 28,166 | 256,379 | 9 | 12,765 | 45.3 | 04.977 | 33.3 | 172 |
| Tuscarora Valley, ..... | 21,834 | 241,117 | 11 | 7,805 | 35.7 | 03.237 | 27.3 | 343 |
| Union, ..... | 4,640 | ..... | ..... | 689 | ..... | ..... | ..... | ..... |
| Ursina and North Fork, ..... | 5,342 | ..... | ..... | 764 | ..... | ..... | ..... | ..... |
| Wabash-Pittsburg Terminal, ..... | 147,582 | 3,749,654 | 25 | 83,131 | 56.3 | 02.217 | 56.0 | 1,733 |
| Washington Run, ..... | 32,158 | 114,055 | 4 | 5,597 | 17.4 | 04.907 | 70.7 | 1,550 |
| Waynesburg and Washington ..... | 98,743 | 2,203,030 | 22 | 61,756 | 62.5 | 02,803 | 116.6 | 2,539 |
| Western Maryland, ..... | 1,331,940 | 31,661,171 | 24 | 517,357 | 38.8 | 01.634 | 76.3 | 2,406 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| West Side Belt, | 56,125 | 389,563 | 7 | 7,815 | 13.9 | 02.017 | 33.4 | 354 |
| Wilkes-Barre and Eastern, | 10,459 | 258,587 | 25 | 6,495 | 62.1 | 02.512 | 407 | 135 |
| Wilkes-Barre and Hazelton, | 293,040 | ..... | ..... | 116,595 | ..... | ..... | ..... | ..... |
| Williamsport and North Branch, | 149,234 | 1,713,803 | 11 | 46,805 | 31.3 | 02.731 | 38.9 | 597 |
| Williams Valley. | 104,586 | 1,255,032 | 12 | 11,327 | 10.8 | .901 | 26.7 | 1,069 |
| Winfield, | 9,918 | ..... | 10 | 2,498 | 25.1 | 02.491 | 19.9 | 248 |
| Total, | 281,607,690 | 6,804,584,584 | ..... | $128,078,296 | ..... | 01.880 | ..... | ..... |

## COMPARATIVE TABLE FOR FIVE YEARS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1901, | 216,603,748 | 5,237,096,903 | ..... | $97,000,114 | ..... | 01.852 | ..... | ..... |
| 1902, | 243,842,702 | 6,227,658,983 | ..... | 113,541,714 | ..... | 01.823 | ..... | ..... |
| 1903, | 260,118,781 | 6,469,371,275 | ..... | 120,445,818 | ..... | 01.861 | ..... | ..... |
| 1904, | 267,611,205 | 6,737,612,253 | ..... | 124,416,755 | ..... | 01.847 | ..... | ..... |
| 1905, | 281,607,690 | 6,804,584,584 | ..... | 128,078,296 | ..... | 01.880 | ..... | ..... |

TABLE H—KIND OF FREIGHT CARRIED, IN TONS.

| Name of Company. | Products of agriculture. | Products of animals. | Products of mines. | Products of forest. | Manufactures. | Merchandise. | Miscellaneous. |
|---|---|---|---|---|---|---|---|
| Allegheny Junction, | ..... | ..... | 10,977 | 215 | 66,289 | ..... | ..... |
| Altoona and Beech Creek, | ..... | ..... | 23,964 | 5,834 | ..... | ..... | ..... |
| Baltimore and Ohio, | 2,644,779 | 762,098 | 30,892,802 | 2,725,761 | 7,241,149 | 482,975 | 2,535,619 |
| Bangor and Portland, | 9,800 | 1,230 | 233,150 | 5,472 | 173,128 | 18,410 | 43,893 |
| Bare Rock, | ..... | ..... | 20,000 | ..... | ..... | ..... | ..... |
| Bellefonte Central, | 441 | ..... | 138,199 | 6,216 | 50,847 | ..... | 3,643 |
| Bells Run, | ..... | ..... | ..... | 35,130 | ..... | ..... | ..... |
| Bessemer and Lake Erie, | 39,844 | 5,156 | 7,708,048 | 68,037 | 658,119 | 31,269 | 303,757 |
| Bloomsburg and Sullivan, | ..... | ..... | ..... | ..... | ..... | ..... | 158,538 |
| Bradford and Western Pennsylvania, | ..... | ..... | ..... | 10,495 | ..... | ..... | ..... |
| Brock, | ..... | ..... | 56,166 | ..... | ..... | ..... | ..... |
| Brookville, | ..... | 862 | ..... | ..... | ..... | ..... | ..... |
| Brownstone and Middletown, | 24 | 114 | 65,506 | 693 | 854 | 373 | 108 |
| Buffalo, Bradford and Kane, | 1,996 | ..... | 743 | 8,053 | 777 | 3,456 | 7,826 |
| Buffalo, Rochester and Pittsburg, | 173,401 | 30,315 | 7,609,010 | 248,648 | 761,157 | 299,059 | 145,142 |
| Buffalo and Susquehanna, | 26,905 | 21,212 | 235,862 | 1,210,653 | 82,562 | 29,183 | 36,875 |
| Cammal and Black Forest, | 139 | 4 | 908 | 40,523 | 4 | 65 | ..... |
| Catasauqua and Fogelsville, | 8,964 | 5,111 | 276,091 | 15,982 | 143,310 | 31,924 | 13,264 |
| Central Railroad of New Jersey, | 366,576 | 97,192 | 14,143,490 | 487,734 | 2,828,600 | 948,473 | 3,971,364 |
| Central Railroad of Pennsylvania, | 2,904 | 98 | 251,899 | 20,724 | 55,161 | 2,392 | 1,790 |
| Chester and Delaware River, | 13,685 | 28,685 | 426,717 | 69,315 | 211,666 | 29,580 | 34,753 |
| Chestnut Ridge, | 350 | 736 | 3,909 | 12,904 | 7,265 | 35 | 6,314 |
| Cheswick and Harmer, | ..... | ..... | 99,757 | ..... | ..... | ..... | ..... |
| Coal Glen, | ..... | ..... | 192,465 | ..... | ..... | ..... | ..... |
| Cornwall, | ..... | ..... | 401,633 | 55,151 | ..... | ..... | 46,744 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Cornwall and Lebanon, | 8,559 | 6,520 | 712,736 | 14,378 | 152,660 | 20,281 | 78,863 |
| Coudersport and Port Allegheny, | 6,778 | 6,305 | 3,126 | 100,090 | 5,417 | 25,154 | ..... |
| Cumberland Valley, | 212,232 | 46,033 | 4,468,885 | 328,476 | 582,861 | 223,306 | 161,235 |
| Delaware and Hudson, | 903,372 | 227,436 | 11,154,580 | 799,337 | 2,160,457 | 328,664 | 1,101,643 |
| Delaware, Lacakawanna and Western, | 1,387,238 | 425,216 | 11,558,739 | 421,825 | 1,496,531 | 868,110 | 1,556,191 |
| Delaware, Susquehanna and Schuylkill | 2,296 | 201 | 1,846,892 | 17,456 | 10,589 | 222 | 1,100 |
| Delaware Valley, | 4,508 | ..... | ..... | 30,046 | 11 | 3,005 | ..... |
| Dents Run, | 360 | 40 | 52,414 | 8,722 | ..... | 200 | 20 |
| Donora Southern, | ..... | ..... | 539,751 | ..... | ..... | ..... | ..... |
| Dunkiry, Allegheny Valley and Pittsburg, | 40,075 | 8,027 | 38,159 | 42,194 | 117,787 | ..... | 21,144 |
| East Broad Top, | 1,441 | 865 | 308,167 | 18,326 | 27,174 | 1,094 | 2,015 |
| Elk and Highlands, | ..... | ..... | 140 | 40,673 | 5,909 | 485 | ..... |
| Emporium and Rich Valley, | 498 | ..... | ..... | 101,393 | ..... | ..... | ..... |
| Erie, | 1,969,853 | 569,899 | 18,510,633 | 1,325,285 | 3,710,665 | 2,724,562 | 1,980,836 |
| Etna and Montrose, | ..... | ..... | 885,299 | ..... | ..... | ..... | ..... |
| Gettysburg and Harrisburg, | 58,238 | 33,035 | 220,312 | 41,205 | 23,506 | 23,655 | 15,680 |
| Hooverhurst and Southwestern, | 48 | ..... | 181,478 | 14,648 | 385 | 269 | 12 |
| Hunter's Run and Slate Belt, | 116 | 2 | 28,295 | 9,439 | 1,994 | 14,107 | 689 |
| Huntingdon and Broad Top Mountain, | 16,507 | 12,557 | 1,942,926 | 250,555 | 146,616 | 34,601 | 29,595 |
| Ironton, | 1,284 | ..... | 490,630 | 6,025 | 926,372 | 18,397 | ..... |
| Kane and Elk, | 63 | ..... | ..... | 32,740 | 9,383 | 233 | ..... |
| Ketner and Kay Fork, | 547 | ..... | 918 | 2,642 | 7,250 | 152 | 2,629 |
| Kishacoquillas Valley, | 1,446 | 498 | 3,953 | 3,509 | 2,113 | 885 | ..... |
| Lackawanna and Montrose, | 5,766 | 1,091 | 6,243 | 1,168 | 1,222 | 3,017 | 1,886 |
| Lackawanna and Wyoming Valley, | 609 | 266 | 59,571 | 2,048 | 1,580 | 9,610 | ..... |
| Lake Shore and Michigan Southern, | 3,010,968 | 967,158 | 16,995,548 | 815,249 | 6,296,395 | ..... | 982,180 |
| Lancaster, Oxford and Southern, | ..... | ..... | ..... | ..... | ..... | ..... | 10,872 |
| Leetonia, | 376 | 2,051 | 2,858 | 102,997 | 465 | 169 | 986 |
| Lehigh Valley, | 2,334,900 | 681,387 | 14,524,713 | 592,218 | 3,092,841 | 1,611,841 | 936,387 |
| Ligonier Valley, | 2,436 | 421 | 160,986 | 38,307 | 11,564 | 4,079 | 36,005 |
| McKeesport Terminal, | 492 | ..... | 60,470 | 1,646 | 71,385 | ..... | 22,621 |
| Maryland and Pennsylvania, | 40,701 | 22,926 | 95,229 | 32,571 | 35,026 | 16,252 | 7,653 |
| Mercer Valley, | ..... | ..... | 963,577 | 12,761 | 751,907 | ..... | 193,416 |
| Middletown and Hummelstown, | 1,688 | 325 | 20,606 | 1,222 | 2,769 | 3,812 | 3,418 |
| Monongahela, | 7,339 | 1,301 | 2,797,851 | 15,425 | 38,361 | 30,313 | ..... |
| Montour, | ..... | ..... | 573,665 | ..... | ..... | 14,780 | ..... |
| Mount Jewett, Kinzua and Riterville, | 1,588 | 1,967 | 10,109 | 169,026 | 8,268 | 2,519 | ..... |
| New Castle and Butler, | ..... | ..... | 103,378 | ..... | ..... | ..... | ..... |
| New Haven and Dunbar, | 430 | ..... | 493,205 | 4,974 | 90,924 | ..... | 37,847 |
| New York Central and Hudson River, | 5,512,397 | 2,332,008 | 17,579,382 | 2,566,953 | 5,261,471 | 4,143,859 | 2,338,442 |
| New York, Chicago and St. Louis, | 1,216,557 | 601,604 | 1,229,997 | 374,950 | 1,177,138 | 268,611 | 460,243 |
| New York, Ontario and Western, | 279,755 | 29,135 | 3,537,142 | 107,887 | 368,855 | 98,555 | 264,021 |
| New York and Pennsylvania, | 18,942 | 2,742 | 19,817 | 54,847 | 18,656 | 5,220 | 3,703 |

TABLE H—KIND OF FREIGHT CARRIED, IN TONS—Continued.

| Name of Company. | Products of agriculture. | Products of animals. | Products of mines. | Products of forest. | Manufactures. | Merchandise. | Miscellaneous. |
|---|---|---|---|---|---|---|---|
| New York Susquehanna and Western, | 124,067 | 41,081 | 2,173,004 | 32,319 | 255,579 | 108,904 | 325,548 |
| Nittany Valley, | ..... | ..... | 68,901 | 128 | 9,048 | ..... | ..... |
| Northern Central, | 1,874,189 | 511,943 | 9,896,092 | 1,646,786 | 4,029,138 | 120,966 | 259,112 |
| North East Pennsylvania, | 24,919 | 7,301 | 61,939 | 7,747 | 21,103 | 20,016 | 10,906 |
| Pennsylvania, | 4,827,749 | 1,823,534 | 64,310,584 | 5,362,004 | 20,359,553 | 608,715 | 2,894,913 |
| Pennsylvania Company, | 2,666,745 | 681,324 | 49,225,690 | 1,624,067 | 15,755,710 | 309,902 | 1,630,861 |
| Perkiomen, | 169,233 | 33,205 | 496,411 | 72,251 | 326,395 | 67,187 | 89,778 |
| Philadelphia, Baltimore and Washington, | 1,207,318 | 453,073 | 4,202,112 | 1,835,834 | 2,774,376 | 138,308 | 362,077 |
| Philadelphia and Chester Valley, | 12,763 | 8,334 | 103,074 | 9,589 | 96,829 | 13,790 | 11,439 |
| Philadelphia, Newtown and New York, | 10,500 | 18,124 | 96,632 | 14,957 | 37,024 | 32,646 | 14,862 |
| Philadelphia and Reading, | 1,676,670 | 463,188 | 26,344,535 | 1,468,392 | 5,833,185 | 2,534,302 | 1,588,801 |
| Pickering Valley, | 5,912 | 906 | 11,710 | 791 | 1,249 | 2,843 | 1,956 |
| Pittsburg, Allegheny and McKees Rocks, | ..... | ..... | 98,348 | 36,975 | 555,188 | ..... | ..... |
| Pittsburg and Castle Shannon, | ..... | ..... | ..... | ..... | ..... | ..... | 4,310 |
| Pittsburg, Chartiers and Youghiogheny, | 5,296 | 296 | 1,166,554 | 24,049 | 384,189 | 990 | 8,120 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 1,959,683 | 875,878 | 18,734,808 | 1,508,676 | 8,329,587 | 376,914 | 1,646,661 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 2,738 | 85 | 50,137 | 285 | 1,132 | 164 | ..... |
| Pittsburg and Lake Erie, | 115,756 | 16,913 | 18,327,861 | 225,664 | 3,127,368 | 440,802 | 877,605 |
| Pittsburg, Lisbon and Western, | 5,472 | 1,070 | 129,820 | 7,367 | 33,036 | 7,141 | 36,909 |
| Pittsburg and Moon Run, | ..... | ..... | 491,987 | ..... | ..... | 7,122 | ..... |
| Pittsburg, Shawmut and Northern, | 41,648 | 9,041 | 717,253 | 285,307 | 87,493 | 5,499 | 42,961 |
| Pittsburg, Summerville and Clarion, | 425 | 425 | 425 | 850 | 2,125 | ..... | ..... |
| Portland and Northern, | 170 | ..... | ..... | 76,304 | 35 | 245 | ..... |
| Quakertown and Eastern, | 3,048 | 94 | 73,577 | 2,499 | 17,227 | 491 | ..... |
| Reading and Columbia, | 101,980 | 19,755 | 220,823 | 14,490 | 57,237 | 80,090 | 43,814 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Reynoldsville and Falls Creek, | 3,965 | 47 | 1,887,661 | 4,888 | 11,637 | 7,375 | 2,516 |
| Rupert and Bloomsburg, | 6,392 | 4,638 | 50,347 | 12,435 | 17,485 | 10,852 | 7,773 |
| Scootac, | ..... | ..... | 13,319 | ..... | ..... | ..... | ..... |
| Scottdale Connecting, | ..... | ..... | 144,298 | ..... | ..... | ..... | ..... |
| Sharpsville, | 849 | 22 | 81,456 | 2,475 | 24,372 | 328 | 1,654 |
| Sheffield and Tionesta, | 4,420 | 2,015 | 4,050 | 112,513 | 2,180 | 4,100 | ..... |
| Slate Run, | ..... | ..... | ..... | 117,678 | ..... | 162 | ..... |
| South Shore, | ..... | ..... | 178,083 | ..... | 80,154 | ..... | ..... |
| St. Clair Terminal, | ..... | ..... | 1,279,664 | 200 | 541,911 | ..... | 631,919 |
| St. Mary's and Western, | 60 | ..... | 20 | 84,786 | ..... | 414 | ..... |
| Stony Creek, | 51,606 | 33,635 | 318,869 | 34,586 | 54,563 | 58,435 | 54,293 |
| Susquehanna and Buffalo, | ..... | ..... | 341,036 | ..... | ..... | ..... | ..... |
| Susquehanna, Bloomsburg and Berwick, | 4,038 | 200 | 65,028 | 42,759 | 117,424 | 4,532 | 18,421 |
| Susquehanna and New York, | 2,728 | 9,643 | 30,340 | 278,637 | 4,343 | 4,248 | 6,206 |
| Tamaqua, Hazleton and Northern, | ..... | ..... | 625,617 | 392 | ..... | 1,189 | 2,371 |
| Tionesta Valley, | 3,198 | 12,429 | 8,628 | 356,619 | 3,931 | 1,435 | 5,660 |
| Tuscarora Valley, | 305 | 288 | 346 | 10,460 | 286 | 191 | 981 |
| Union, | 2,158 | 26 | 11,766,129 | 50,607 | 4,771,271 | ..... | 1,572,260 |
| Ursina and North Fork, | 62 | 11 | 63,380 | 3,600 | 99 | 167 | ..... |
| Valley Connecting, | ..... | ..... | 292,334 | 112 | 81,350 | ..... | 1,665 |
| Wabash-Pittsburg Terminal, | 2,027 | 40 | 312,333 | 6,192 | 12,155 | 13,988 | ..... |
| Washington Run, | 1,662 | 472 | 617,386 | 8,558 | 4,077 | 1,036 | 1,808 |
| Waynesburg and Washington, | 3,704 | 1,281 | 5,399 | 4,202 | 39,664 | 3,570 | 3,660 |
| Westinghouse Inter-Works, | ..... | ..... | ..... | ..... | 19,778 | ..... | ..... |
| Western Maryland, | 150,670 | 48,460 | 2,036,493 | 281,844 | 382,098 | ..... | 300,325 |
| West Side Belt, | 3,964 | 16 | 1,240,594 | 26,220 | 81,258 | 6,500 | 3,713 |
| Wilkes-Barre and Eastern, | 1,270 | 124 | 1,161,977 | 7,489 | 27,175 | 26,440 | 119,747 |
| Wilkes-Barre and Hazelton, | 260 | 65 | 588 | 248 | 456 | 43 | 139 |
| Williamsport and North Branch, | 29,273 | 7,063 | 40,578 | 99,747 | 25,842 | 8,636 | 10,216 |
| Williams Valley, | ..... | ..... | 9,125 | ..... | ..... | 12,486 | ..... |
| Winfield, | 710 | ..... | 140,568 | 1,714 | 15,763 | 13,011 | ..... |
| Wyoming and Pond Creek, | ..... | ..... | 42,107 | ..... | ..... | ..... | ..... |
| Total, | 35,449,813 | 12,019,872 | 394,733,706 | 29,337,045 | 107,310,473 | 17,433,388 | 30,156,522 |

## COMPARATIVE TABLE FOR FIVE YEARS.

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 1901, | 40,530,481 | 10,968,587 | 289,698,090 | 23,960,413 | 77,849,374 | 12,973,938 | 22,703,809 |
| 1902, | 34,227,382 | 11,347,965 | 318,426,324 | 27,100,060 | 93,696,107 | 13,934,813 | 25,995,912 |
| 1903, | 26,913,410 | 10,656,582 | 339,657,313 | 28,421,537 | 105,161,904 | 15,279,160 | 30,099,624 |
| 1904, | 36,048,537 | 11,775,632 | 347,002,866 | 29,099,993 | 96,428,172 | 14,603,141 | 28,523,381 |
| 1905, | 35,449,813 | 12,019,872 | 394,733,706 | 29,337,045 | 107,310,473 | 17,433,388 | 30,156,522 |

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.

| Name of Company. | Number of tons carried of freight earning revenue. | Number of tons carried one mile. | Average distance haul of one ton. | Total freight revenue. | Average amount received for each ton of freight. | Average receipts per ton per mile. | Freight earnings per train mile. | Freight earnings per mile of road. |
|---|---|---|---|---|---|---|---|---|
| Allegheny Junction, | 77,481 | 77,481 | 1 | $4,521 | ..... | ..... | ..... | $4,521 |
| Allegheny and South Side, | ..... | ..... | ..... | 31,487 | ..... | ..... | ..... | ..... |
| Altoona and Beech Creek, | 29,798 | ..... | ..... | 19,840 | ..... | ..... | ..... | ..... |
| Baltimore and Ohio, | 47,285,183 | 8,933,514,105 | 189 | 50,607,087 | 107 | .566 | 226.4 | 12,635 |
| Bangor and Portland, | 485,083 | 6,886,355 | 14 | 212,728 | 43.8 | 03.089 | 39.4 | 5,542 |
| Bare Rock, | 20,000 | 50,000 | ..... | 1,172 | 05.8 | 02.364 | 05.8 | 469 |
| Bellefonte Central, | 199,346 | 1,425,132 | 7 | 40,355 | 20.2 | 02.832 | 293 | 1,495 |
| Bells Run, | 35,130 | 245,911 | ..... | 14,553 | ..... | ..... | ..... | ..... |
| Bessemer and Lake Erie, | 8,814,230 | 1,100,292,336 | 125 | 4,760,846 | 54 | .433 | 416.2 | 2,333 |
| Bloomsburg and Sullivan, | 158,538 | 4,756,140 | 30 | 81,576 | 51.5 | 01.351 | ..... | ..... |
| Bradford and Western Pennsylvania, | 10,495 | 53,345 | 5 | 5,288 | 50.4 | 09.912 | 251.4 | 646 |
| Brock, | 56,166 | 91,551 | ..... | 13,551 | 24.1 | 14.801 | 238.4 | 8,313 |
| Brookville, | 862 | ..... | ..... | 871 | ..... | ..... | ..... | ..... |
| Brownstone and Middletown, | 67,672 | 132,684 | 2 | 10,770 | 15.9 | ..... | ..... | 4,308 |
| Buffalo, Bradford and Kane, | 22,851 | 586,042 | 26 | 20,021 | 87.6 | 03.416 | 81.6 | 482 |
| Buffalo, Rochester and Pittsburg, | 9,266,732 | 1,336,062,752 | 144 | 6,809,123 | 73.5 | .510 | 260.9 | 12,768 |
| Buffalo and Susquehanna, | 1,643,252 | 69,523,591 | 42 | 937,135 | 57 | 01.348 | 205 | 5,434 |
| Cammal and Black Forest, | 41,643 | 1,170,168 | 6 | 19,278 | 46.2 | 01.647 | 176.8 | 686 |
| Catasauqua and Fogelsville, | 494,646 | 5,825,404 | 12 | 119,029 | 24.1 | 02.043 | 278 | 4,035 |
| Central Railroad of New Jersey, | 22,843,429 | 1,864,490,675 | 82 | 16,525,865 | 72.3 | .837 | 424.2 | 23,692 |
| Central Railroad of Pennsylvania, | 334,968 | 4,127,443 | 12 | 61,763 | 18.4 | 01.496 | 153.4 | 1,895 |
| Chester and Delaware River, | 814,401 | 1,889,531 | 2 | 126,979 | 15.4 | 06.725 | ..... | 23,734 |
| Chestnut Ridge, | 31,513 | ..... | ..... | 9,956 | 31.5 | ..... | ..... | 957 |
| Cheswick and Harmer, | 99,757 | 239,655 | 2 | 11,322 | 11.3 | ..... | ..... | 2,477 |
| Coal Glen, | 192,465 | ..... | ..... | 9,623 | ..... | ..... | ..... | ..... |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Cornwall, | 503,528 | 2,416,233 | 5 | ·67,216 | 13.3 | 02.782 | 461.1 | 5,305 |
| Cornwall and Lebanon, | 993,997 | 15,437,143 | 16 | 229,759 | 23.1 | 01.488 | 301.8 | 8,690 |
| Coudersport and Port Allegheny, | 146,870 | 3,686,437 | 25 | 70,664 | 48.1 | 01.916 | 279.3 | 1,570 |
| Cumberland Valley, | 6,023,028 | 303,349,218 | 50 | 1,651,199 | 27.4 | .544 | 278.2 | 10,121 |
| Delaware and Hudson, | 16,675,489 | 1,940,406,565 | 116 | 12,630,212 | 75.7 | .651 | 275.7 | 14,984 |
| Delaware, Lackawanna and Western, | 17,713,850 | 3,047,729,523 | 172 | 22,589,376 | 127.5 | .741 | 336.1 | 27,680 |
| Delaware, Susquehanna and Schuylkill, | 1,878,756 | 148,929,874 | 79 | 1,345,543 | 71.6 | .903 | 523.2 | 7,413 |
| Delaware Valley, | 37,570 | 375,740 | 10 | 10,270 | 27.3 | 02.736 | 136.7 | 856 |
| Dents Run, | 61,756 | 370,536 | 6 | 4,091 | 06.6 | 01.077 | ..... | ..... |
| Donora and Southern, | 539,751 | ..... | ..... | 67,819 | 12.5 | ..... | ..... | 19,377 |
| Dunkirk, Allegheny Valley and Pittsburg, | 267,386 | 10,415,386 | 39 | 182,199 | 68.1 | 01.749 | 173.7 | 2,038 |
| East Broad Top, | 359,082 | 8,305,329 | ..... | 126,329 | 35.1 | 03.237 | ..... | 3,387 |
| Elk and Highlands, | 47,207 | 156,557 | 3 | 15,079 | 31.9 | 09.6 | 162.5 | 1,334 |
| Emporium and Rich Valley, | 101,891 | 611,346 | 6 | 29,870 | 29.3 | ..... | 398.2 | 2,212 |
| Erie, | 30,791,733 | 4,556,960,900 | 148 | 29,410,811 | 95.5 | .645 | 270.6 | 15,750 |
| Etna and Montrose, | 885,299 | ..... | ..... | 112,431 | ..... | ..... | ..... | 56,215 |
| Gettysburg and Harrisburg, | 415,629 | 7,796,437 | 19 | 140,154 | 33.9 | 01.799 | 161.1 | 4,114 |
| Hooverhurst and Southwestern, | 196,840 | 589,603 | 3 | 22,921 | 11.6 | 03.887 | 135.5 | 2,465 |
| Hunter's Run and Slate Belt, | 54,642 | 219,848 | 4 | 13,026 | 23.8 | 05,925 | 107.7 | 965 |
| Huntingdon and Broad Top Mountain, | 2,433,357 | 86,311,418 | 35 | 612,803 | 25.1 | .710 | 205.7 | 9,133 |
| Ironton, | 1,442,708 | 5,150,468 | 4 | 254,677 | 17.6 | 04.945 | 311.9 | 23,152 |
| Kane and Elk, | 42,419 | 636,285 | 42 | 19,125 | 45 | 03.006 | ..... | 1,275 |
| Ketner and Kay Fork, | 14,138 | 101,783 | 7 | 6,172 | 43.6 | 06.071 | 94.6 | 833 |
| Kishacoquillas Valley, | 12,404 | 99,232 | 8 | 5,824 | ..... | ..... | ..... | ..... |
| Lackawanna and Montrose, | 20,393 | 225,439 | 11 | 8,091 | 39.7 | 03.589 | 76.2 | 772 |
| Lackawanna and Wyoming Valley, | 73,684 | 343,783 | 5 | 27,198 | 36.9 | ..... | 46.6 | 1,416 |
| Lake Shore and Michigan Southern, | 29,067,498 | 4,689,406,933 | 161 | 24,565,357 | 84.5 | .524 | 320.3 | 16,802 |
| Lancaster, Oxford and Southern, | 10,872 | ..... | ..... | 10,398 | 74.9 | ..... | ..... | 523 |
| Leetonia, | 109,902 | 692,382 | 6 | 61,640 | 56.1 | 08.903 | 307.2 | 3,332 |
| Lehigh and New England, | ..... | ..... | ..... | 308,185 | ..... | ..... | ..... | ..... |
| Lehigh Valley, | 23,774,287 | 4,103,775,941 | 173 | 25,962,920 | 109.2 | .633 | 316.7 | 18,627 |
| Ligonier Valley, | 253,798 | 1,747,874 | 7 | 51,453 | 20.2 | 02.944 | 413.2 | 4,678 |
| McKeesport Connecting, | ..... | ..... | ..... | 259,536 | ..... | ..... | ..... | ..... |
| McKeesport Terminal, | 156,614 | ..... | ..... | 6,876 | ..... | ..... | ..... | ..... |
| Maryland and Pennsylvania, | 250,358 | 4,204,745 | 17 | 175,797 | 70.2 | 04.181 | 297.4 | 2,229 |
| Mercer Valley, | 1,921,661 | ..... | ..... | 57,650 | ..... | ..... | ..... | ..... |
| Middletown and Hummelstown, | 33,840 | 214,884 | 6 | 7,527 | 22.2 | 03.503 | 58.6 | 1.186 |
| Monongahela, | 2,890,590 | 61,927,196 | 21 | 561,640 | 19.4 | .907 | 362.1 | 9,734 |
| Monongahela Connecting, | ..... | ..... | ..... | 570,721 | ..... | ..... | ..... | ..... |
| Montour, | 588,445 | 7,036,457 | ..... | 74,199 | 12.6 | 01.054 | ..... | 5,708 |
| Mount Jewett, Kinzua and Riterville, | 193,477 | 2,334,591 | 12 | 65,459 | 33.8 | 02.804 | 83.9 | 1,309 |
| New Castle and Butler, | 103,378 | ..... | ..... | 6,338 | ..... | ..... | ..... | ..... |
| New Haven and Dunbar, | 627,380 | 3,293,745 | 5 | 40,193 | ..... | ..... | ..... | 7,655 |

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—Continued.

| Name of Company. | Number of tons carried of freight earning revenue. | Number of tons carried one mile. | Average distance haul of one ton. | Total freight revenue. | Average amount received for each ton of freight. | Average receipts per ton per mile. | Freight earnings per train mile. | Freight earnings per mile of road. |
|---|---|---|---|---|---|---|---|---|
| Newport and Sherman's Valley, | ..... | ..... | ..... | 34,654 | ..... | ..... | ..... | 1,216 |
| New York Central and Hudson River, | 39,734,512 | 7,645,858,138 | 192 | 48,743,359 | 122.6 | .638 | 243.7 | 13,762 |
| New York, Chicago and St. Louis, | 5,329,100 | 1,355,199,192 | 254 | 7,114,715 | 133.5 | .525 | 168.1 | 13,050 |
| New York, Ontario and Western, | 4,685,350 | 695,332,579 | 148 | 5,618,383 | 119.9 | .808 | 204.6 | 10,245 |
| New York and Pennsylvania, | 123,927 | 3,253,938 | 26 | 73,679 | 59.4 | 02.264 | 214.7 | 1,313 |
| New York, Susquehanna and Western, | 3,060,502 | 132,944,999 | 43 | 1,542,914 | 50.6 | 01,161 | 242.949 | 10,210 |
| Nittany Valley, | 78,077 | 370,866 | 5 | 9,127 | 11.6 | 02.461 | ..... | 1,921 |
| Northern Central, | 18,338,226 | 1,225,591,340 | 67 | 8,059,215 | 43.9 | .658 | 273 | 17,441 |
| North East Pennsylvania, | 153,931 | 1,692,317 | 11 | 72,219 | 46.9 | 04.267 | 419.9 | 2,789 |
| Pennsylvania, | 100,187,052 | 15,007,739,721 | 150 | 90,709,361 | 90.5 | .604 | 300.8 | 23,334 |
| Pennsylvania Company, | 71,894,299 | 4,862,899,238 | 68 | 29,213,126 | 40.6 | .601 | 252.3 | 20,050 |
| Perkiomen, | 1,254,460 | 41,529,449 | 33 | 443,721 | 35.3 | 01.068 | 207.2 | 11,576 |
| Philadelphia, Baltimore and Washington, | 10,973,098 | 691,255,244 | 63 | 6,654,277 | 60.6 | .963 | 236.8 | 9,411 |
| Philadelphia and Chester Valley, | 255,818 | 2,931,837 | 11 | 68,974 | 26.9 | 02.353 | 229.8 | 2,882 |
| Philadelphia, Newtown and New York, | 224,745 | 1,457,884 | 6 | 60,838 | 27 | 04.173 | 458 | 2,802 |
| Philadelphia and Reading, | 39,909,073 | 3,741,297,240 | 94 | 30,199,887 | 75.6 | .807 | 292.9 | 29,674 |
| Pickering Valley, | 25,367 | 202,544 | 8 | 14,656 | 57.7 | 07.236 | 181.1 | 1,307 |
| Pittsburg, Allegheny and McKees Rocks, | 690,511 | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| Pittsburg and Castle Shannon, | 4,310 | ..... | ..... | 3,911 | 09.1 | ..... | ..... | 602 |
| Pittsburg, Chartiers and Youghiogheny, | 1,589,494 | 16,716,323 | 11 | 256,376 | 16.1 | 01.533 | 805.1 | 11,632 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 33,432,207 | 3,069,339,581 | 92 | 20,037,992 | 59.936 | .653 | 218.4 | 14,366 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 54,541 | 271,614 | 5 | 9,829 | 18 | ..... | ..... | ..... |
| Pittsburg and Lake Erie, | 23,131,969 | 1,531,233,827 | 66 | 10,292,851 | 44.4 | .672 | 704.3 | 54.017 |
| Pittsburg, Lisbon and Western, | 220,815 | 2,438,558 | 11 | 52,991 | 23.9 | 02.173 | 179.2 | 1,517 |
| Pittsburg and Moon Run, | 499,109 | 2,445,634 | 5 | 56,765 | 11.3 | 02.321 | ..... | 11,353 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Pittsburg and Ohio Valley, | ..... | ..... | ..... | 60,810 | ..... | ..... | ..... | 4,646 |
| Pittsburg, Shawmut and Northern, | 1,189,202 | 74,304,696 | 62 | 714,913 | 60.1 | .962 | 228.5 | 3,424 |
| Pittsburg, Summerville and Clarion, | 4,250 | 42,500 | 10 | 3,407 | ..... | ..... | ..... | 184 |
| Portland and Northern, | 76,754 | 767,540 | 10 | 17,854 | 23.2 | 02.326 | 123.7 | 1,458 |
| Quakertown and Eastern, | 96,936 | ..... | ..... | 21,280 | ..... | ..... | ..... | ..... |
| Reading and Columbia, | 538,189 | 12,606,678 | 23 | 221,609 | 41.1 | 01.758 | 172.1 | 3,710 |
| Reynoldsville and Falls Creek, | 1,918,089 | 17,426,263 | 9 | 187,106 | 09.7 | 01.074 | 464.4 | 8,121 |
| Rupert and Bloomsburg, | 109,922 | 172,577 | ..... | 17,493 | 15.9 | ..... | ..... | 11,141 |
| Scootac, | 13,319 | ..... | ..... | 6,850 | ..... | ..... | ..... | ..... |
| Scottdale Connecting, | 144,298 | 144,298 | 1 | 18,325 | 12.7 | 12.7 | ..... | 18,325 |
| Sharpsville, | 111,156 | 1,751,826 | 16 | 20,292 | 18.2 | 01.584 | 130.1 | 1,143 |
| Sheffield and Tionesta, | 129,278 | 2,844,116 | 22 | 58,175 | 45 | 02.045 | 285.1 | 1,711 |
| Slate Run, | 117,840 | 2,121,120 | 18 | 46,227 | 39.2 | 02.179 | 285.3 | 2,568 |
| South Shore, | 258,237 | ..... | ..... | 21,429 | ..... | ..... | ..... | ..... |
| St. Clair Terminal, | 2,453,694 | ..... | ..... | 195,210 | 07.9 | ..... | ..... | 29,136 |
| St. Mary's and Western, | 85,280 | 511,680 | 6 | 17,843 | 20.9 | 03.487 | 455.4 | 2,282 |
| Stewartstown, | ..... | ..... | ..... | 13,141 | ..... | ..... | ..... | ..... |
| Stony Creek, | 606,087 | 5,504,550 | 9 | 60,910 | 10.1 | 01.107 | 224.1 | 6,049 |
| Susquehanna and Buffalo, | 341,036 | ..... | ..... | 2,756 | ..... | ..... | ..... | ..... |
| Susquehanna, Bloomsburg and Berwick, | 252,402 | 6,822,695 | 27 | 131,016 | 51.9 | 01.920 | 316 | 2,807 |
| Susquehanna and New York, | 336,145 | 5,533,940 | 16 | 203,429 | 60.5 | 03.676 | 207.5 | 3,673 |
| Tamaqua, Hazleton and Northern, | 629,569 | 2,231,316 | 4 | 24,247 | 03.8 | 01.087 | 149.8 | 2,447 |
| Tionesta Valley, | 391,900 | 6,709,328 | 17 | 175,317 | 44.7 | 02.6 | 187.7 | 2,069 |
| Tuscarora Valley, | 12,857 | 205,712 | 16 | 18,255 | 141.9 | 08.874 | 54 | 676 |
| Union, | 18,162,451 | ..... | ..... | 2,629,162 | 14.4 | ..... | ..... | 115,264 |
| Ursina and North Fork, | 67,319 | ..... | ..... | 1,512 | 37.9 | ..... | ..... | 305 |
| Valley Connecting, | 375,461 | ..... | ..... | 16,005 | 04.2 | 04.956 | ..... | ..... |
| Wabash, Pittsburg Terminal, | 346,735 | 16,614,585 | 48 | 158,801 | 45.8 | .956 | 224 | 2,988 |
| Washington Run, | 634,499 | 2,462,312 | 4 | 47,716 | 07.5 | 01,938 | 544.7 | 11,929 |
| Waynesburg and Washington, | 61,480 | 1,650,303 | 27 | 69,731 | 113.4 | 04.225 | 99.2 | 2,477 |
| Westinghouse Inter-Works, | 19,778 | ..... | ..... | 6,476 | 32.7 | 06,550 | 169.1 | 1,295 |
| Western Maryland, | 3,199,890 | 178,975,390 | 56 | 1,413,767 | 44.1 | .790 | 214.5 | 5,406 |
| West Side Belt, | 1,362,265 | 10,291,570 | 8 | 219,808 | 16.1 | 02.136 | 536.2 | 9,787 |
| Wilkes-Barre and Eastern, | 1,344,222 | 67,642,111 | 50 | 565.049 | 42 | .835 | 248.9 | 6,506 |
| Wilkes-Barre and Hazleton, | 1,799 | ..... | ..... | 1,304 | ..... | ..... | ..... | ..... |
| Williamsport and North Branch, | 221,355 | 6,232,815 | 28 | 116,770 | 52.7 | 01.873 | 221.3 | 1,328 |
| Williams Valley, | 21,611 | 259,332 | 12 | 11,719 | ..... | ..... | ..... | 977 |
| Winfield, | 171,766 | 2,084,252 | 12 | 17,304 | 10 | .819 | 113.7 | 1,418 |
| Wyoming and Pond Creek, | 42,107 | ..... | ..... | 2,108 | ..... | ..... | ..... | ..... |
| Total, | $6-6.440,819 | $72,804,615,700 | ..... | $469,772,433 | ..... | 00.645 | ..... | ..... |

TABLE I—QUANTITY OF FREIGHT CARRIED, COST PER TON, ETC.—Continued.

COMPARATIVE TABLE FOR FIVE YEARS.

| Name of Company. | Number of tons carried of freight earning revenue. | Number of tons carried one mile. | Average distance haul of one ton. | Total freight revenue. | Average amount received for each ton of freight. | Average receipts per ton per mile. | Freight earnings per train mile. | Freight earnings per mile of road. |
|---|---|---|---|---|---|---|---|---|
| 1901, | 478,684,683 | 68,164,762,738 | ..... | $353,976,487 | ..... | 00.608 | ..... | ..... |
| 1902, | 524,728,563 | 60,508,119,328 | ..... | 379,911,657 | ..... | 00.628 | ..... | ..... |
| 1903, | 566,189,530 | 67,512,663,391 | ..... | 432,313,327 | ..... | 00.640 | ..... | ..... |
| 1904, | 563,481,722 | 67,574,068,060 | ..... | 443,187,271 | ..... | 00.656 | ..... | ..... |
| 1905, | 626,440,819 | 72,804,615,701 | ..... | 469,772,433 | ..... | 00.645 | ..... | ..... |

TABLE J—EARNINGS AND INCOME DURING THE YEAR.

| Name of Company. | Passenger earnings. | Freight earnings. | Other earnings from operations. | Total earnings from operations. | Income from other sources including interest on bonds, dividends on stock, rentals &c. | Total earnings and income. |
|---|---|---|---|---|---|---|
| Allegheny Junction, | ..... | $4,521 | ..... | $4,521 | ..... | $4,521 |
| Allegheny and South Side, | ..... | 31,487 | ..... | 31,487 | ..... | 31,487 |
| Allegheny Valley, | ..... | ..... | ..... | ..... | $1,177,919 | 1,177,919 |
| Allegheny and Western, | ..... | ..... | ..... | ..... | 260,000 | 260,000 |
| Allentown, | ..... | ..... | ..... | ..... | 5,383 | 5,383 |
| Allentown Terminal, | ..... | ..... | ..... | ..... | 40,500 | 40,500 |
| Altoona and Beech Creek, | ..... | 19,840 | 2,681 | 22,521 | ..... | 22,521 |
| Bald Eagle Valley, | ..... | ..... | ..... | ..... | 431,353 | 431,353 |
| Baltimore and Cumberland Valley, | ..... | ..... | ..... | ..... | 5,768 | 5,768 |
| Baltimore and Cumberland Valley Extension, | ..... | ..... | ..... | ..... | 42,730 | 42,730 |
| Baltimore and Harrisburg, | ..... | ..... | ..... | ..... | 113,076 | 113,076 |
| Baltimore and Harrisburg, Eastern Extension, | ..... | ..... | ..... | ..... | 28,188 | 28,188 |
| Baltimore and Harrisburg, Western Extension, | ..... | ..... | ..... | ..... | 15,000 | 15,000 |
| Baltimore and Ohio, | $16,838,071 | 50,851,926 | 210,308 | 67,900,305 | 2,976,998 | 70,877,303 |
| Bangor and Portland, | 9,528 | 212,728 | 1,962 | 224,218 | ..... | 224,218 |
| Bare Rock, | 576 | 1,172 | ..... | 1,748 | ..... | 1,748 |
| Beaver and Elwood, | ..... | ..... | ..... | ..... | 8,522 | 8,522 |
| Beaver Valley, | ..... | 677 | ..... | 677 | ..... | 677 |
| Bedford and Bridgeport, | ..... | ..... | ..... | ..... | 117,911 | 117,911 |
| Bedford and Hollidaysburg, | ..... | ..... | ..... | ..... | 85 | 85 |
| Beech Creek, | ..... | ..... | ..... | ..... | 490,000 | 490,000 |
| Beech Creek Extension, | ..... | ..... | ..... | ..... | 127,756 | 127,756 |
| Bellefonte Central, | 15,164 | 40,355 | 867 | 56,386 | ..... | 56,386 |
| Bells Run, | ..... | 14,553 | ..... | 14,553 | ..... | 14,553 |
| Belvidere-Delaware, | ..... | ..... | ..... | ..... | 294,957 | 294,957 |

TABLE J—EARNINGS AND INCOME DURING THE YEAR—Continued.

| Name of Company. | Passenger earnings. | Freigth earnings. | Other earnings from operations. | Total earnings from operations. | Income from other sources including interest on bonds, dividends on stock, rentals, &c. | Total earnings and income. |
|---|---|---|---|---|---|---|
| Bessemer and Lake Erie, | 273,150 | 4,760,846 | 89,955 | 5,123,951 | ..... | 5,123,951 |
| Big Level and Kinzua, | ..... | ..... | ..... | ..... | 1,876 | 1,876 |
| Bloom Run, | ..... | 1,554 | ..... | 1,554 | ..... | 1,554 |
| Bloomsburg and Sullivan, | 27,933 | 81,576 | ..... | 109,509 | 1,219 | 110,728 |
| Bradford and Western Pennsylvania, | ..... | 5,288 | ..... | 5,288 | ..... | 5,288 |
| Brock, | ..... | 13,551 | ..... | 13,551 | 2,403 | 15,954 |
| Brookville, | ..... | 871 | ..... | 871 | ..... | 871 |
| Brownstone and Middletown, | 911 | 10,770 | 3,323 | 15,004 | ..... | 15,004 |
| Buffalo, Bradford and Kane, | 31,618 | 20,021 | 126 | 51,765 | ..... | 51,765 |
| Buffalo, Rochester and Pittsburg, | 1,042,503 | 6,872,246 | 216,176 | 8,130,925 | 143,345 | 8,274,270 |
| Buffalo and Susquehanna, | 152,630 | 937,135 | 40,100 | 1,129,865 | 190,861 | 1,320,726 |
| Cambria and Clearfield, | ..... | ..... | ..... | ..... | 462,999 | 462,999 |
| Cammal and Black Forest, | 46 | 19,278 | ..... | 19,324 | ..... | 19,324 |
| Catasauqua and Fogelsville, | 555 | 119,029 | 158 | 119,742 | 2,534 | 122,276 |
| Catawissa, | ..... | ..... | ..... | ..... | 174,048 | 174,048 |
| Central Railroad of New Jersey, | 4,725,291 | 16,525,865 | 293,775 | 2,154,931 | 1,087,516 | 22,632,447 |
| Central Railroad of Pennsylvania, | 18,963 | 61,763 | 1,047 | 81,773 | 1,070 | 82,843 |
| Chartiers, | ..... | ..... | ..... | ..... | 251,179 | 251,179 |
| Cherry Tree and Dixonville, | ..... | ..... | 14,851 | 14,851 | 1,654 | 16,505 |
| Chester Creek, | ..... | ..... | ..... | ..... | 22,200 | 22,200 |
| Chester and Delaware River, | ..... | 126,979 | 448 | 127,427 | ..... | 127,427 |
| Chestnut Hill, | ..... | ..... | ..... | ..... | 12,042 | 12,042 |
| Chestnut Ridge, | 1,920 | 9,956 | 59 | 11,935 | ..... | 11,935 |
| Cheswick and Harmer, | ..... | 11,322 | ..... | 11,322 | 5 | 11,327 |
| Clearfield and Mahoning, | ..... | ..... | ..... | ..... | 77,500 | 77,500 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Cleveland and Pittsburg, | ..... | ..... | ..... | ..... | 1,294,378 | 1,294,378 |
| Coal Glen, | ..... | 9,623 | ..... | 9,623 | ..... | 9,623 |
| Colebrookdale, | ..... | ..... | ..... | ..... | 17,242 | 17,242 |
| Columbia and Port Deposit, | ..... | ..... | ..... | ..... | 72,812 | 72,812 |
| Connecting, | ..... | ..... | ..... | ..... | 244,313 | 244,313 |
| Cornwall, | 19,902 | 67,216 | 20,489 | 107,607 | ..... | 107,607 |
| Cornwall and Lebanon, | 28,869 | 229,759 | 34,635 | 293,263 | 405 | 293,668 |
| Coudersport and Port Allegheny, | 40,764 | 70,664 | 675 | 112,103 | 2,640 | 114,743 |
| Cumberland Valley, | 562,937 | 1,651,199 | 20,953 | 2,235,089 | 2,958 | 2,238,047 |
| Cumberland Valley and Waynesboro, | ..... | ..... | ..... | ..... | 12,954 | 12,954 |
| Delaware and Hudson, | 2,836,912 | 12,630,212 | 136,546 | 15,603,670 | ..... | 15,603,670 |
| Delaware, Lackawanna and Western, | 6,927,984 | 22,597,642 | 363,655 | 29,889,281 | 4,000,795 | 33,890,076 |
| Delaware River Railroad and Bridge Co., | ..... | ..... | ..... | ..... | 123,924 | 123,924 |
| Delaware, Susquehanna and Schuylkill, | 4,915 | 1,345,543 | 176 | 1,350,634 | 20 | 1,350,654 |
| Delaware Valley, | 12,382 | 10,269 | 146 | 22,797 | ..... | 22,797 |
| Dents Run, | ..... | 4,091 | ..... | 4,091 | ..... | 4,091 |
| Dillsburg and Mechanicsburg, | ..... | ..... | ..... | ..... | 1,850 | 1,850 |
| Donora Southern, | ..... | 67,819 | ..... | 67,819 | 1,427 | 69,246 |
| Dunkirk, Allegheny Valley and Pittsburg,* | 124,303 | 184,679 | 2,842 | 311,824 | ..... | 311,824 |
| Dunkirk, Allegheny Valley and Pittsburg,† | ..... | ..... | ..... | ..... | 223,000 | 223,000 |
| East Berlin, | ..... | ..... | ..... | ..... | 3,227 | 3,227 |
| Eaglesmere, | ..... | ..... | ..... | ..... | 5,000 | 5,000 |
| East Broad Top, | 25,967 | 126,329 | 2,193 | 154,489 | 374 | 154,863 |
| East Mahonoy, | ..... | ..... | ..... | ..... | 27,746 | 27,746 |
| East Pennsylvania, | ..... | ..... | ..... | ..... | 137,756 | 137,756 |
| Eddystone and Delaware River, | ..... | ..... | 2,547 | 2,547 | ..... | 2,547 |
| Elk and Highlands, | ..... | 15,079 | ..... | 15,079 | ..... | 15,079 |
| Elmira and Williamsport, | ..... | ..... | ..... | ..... | 164,508 | 164,508 |
| Ellwood Short Line, | ..... | ..... | ..... | ..... | 15,000 | 15,000 |
| Emporium and Rich Valley, | 315 | 29,870 | ..... | 30,185 | ..... | 30,185 |
| Erie, | 9,083,087 | 29,632,322 | 3,248,137 | 41,963,546 | 2,594,045 | 44,557,591 |
| Erie and Pittsburg, | ..... | ..... | ..... | ..... | 299,977 | 299,977 |
| Etna and Montrose, | ..... | 112,431 | ..... | 112,431 | 1,102 | 113,533 |
| Fall Brook, | ..... | ..... | ..... | ..... | 176,009 | 176,009 |
| Gettysburg and Harrisburg, | 46,617 | 140,154 | 528 | 187,299 | ..... | 187,299 |
| Hanover and Newport, | ..... | ..... | 14,091 | 14,091 | ..... | 14,091 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | ..... | ..... | ..... | ..... | 119,847 | 119,847 |
| Hooverhurst and Southwestern, | ..... | 22,921 | 168 | 23,089 | ..... | 23,089 |
| Hunter's Run and Slate Belt, | 1,245 | 13,026 | 29 | 14,300 | ..... | 14,300 |
| Huntingdon and Broad Top Mountain, | 93,443 | 612,802 | 5,102 | 711,347 | 36 | 711,383 |
| Ironton, | 6,199 | 254,677 | 15,611 | 276,487 | ..... | 276,487 |
| Jamestown and Franklin, | ..... | ..... | ..... | ..... | 87,735 | 87,735 |
| Jersey Shore and Antes Fort, | ..... | 3,577 | ..... | 3,577 | ..... | 3,577 |

TABLE J—EARNINGS AND INCOME DURING THE YEAR—Continued.

| Name of Company. | Passenger earnings. | Freigth earnings. | Other earnings from operations. | Total earnings from operations. | Income from other sources including interest on bonds, dividends on stock, rentals, &c. | Total earnings and income. |
|---|---|---|---|---|---|---|
| Johnstown and Stony Creek, | ..... | ..... | 11,254 | 11,254 | ..... | 11,254 |
| Junction, | ..... | ..... | ..... | ..... | 45,870 | 45,870 |
| Kane and Elk, | ..... | 19,125 | 251 | 19,376 | ..... | 19,376 |
| Keating and Smethport, | ..... | 1,267 | ..... | 1,267 | ..... | 1,267 |
| Ketner and Kay Fork, | ..... | 6,000 | ..... | 6,000 | ..... | 6,000 |
| Kinzua Hemlock, | ..... | ..... | ..... | ..... | 7,413 | 7,413 |
| Kinzua and Tiona, | ..... | 481 | ..... | 481 | 17,504 | 17,985 |
| Kishacoquillas Valley, | 6,457 | 5,825 | ..... | 12,282 | ..... | 12,282 |
| Kushequa, | ..... | ..... | ..... | ..... | 5,726 | 5,726 |
| Lackawanna and Montrose, | 19,572 | 8,091 | 410 | 28,073 | ..... | 28,073 |
| Lackawanna and Wyoming Valley, | 360,545 | 27,198 | 3,408 | 391,151 | ..... | 391,151 |
| Lake Shore and Michigan Southern, | 10,560,268 | 24,985,967 | 666,338 | 36,212,573 | 2,570,969 | 38,783,542 |
| Lancaster, Oxford and Southern, | 6,220 | 10,468 | ..... | 16,688 | ..... | 16,688 |
| Lancaster and Quarryville, | ..... | ..... | ..... | ..... | 21,109 | 21,109 |
| Leetonia, | ..... | 61,640 | ..... | 61,640 | 5,572 | 67,212 |
| Lehigh and New England, | 15,597 | 308,184 | 2,652 | 326,433 | ..... | 326,433 |
| Lehigh and Susquehanna, | ..... | ..... | ..... | ..... | 2,192,058 | 2,192,058 |
| Lehigh Valley, | 4,116,848 | 25,962,920 | 1,196,075 | 31,275,843 | 453,010 | 31,728,853 |
| Lewisburg and Buffalo Valley, | ..... | ..... | ..... | ..... | 1,200 | 1,200 |
| Lewisburg and Tyrone, | ..... | ..... | ..... | ..... | 3,371 | 3,371 |
| Ligonier Valley, | 31,837 | 51,453 | ..... | 83,290 | ..... | 83,290 |
| Little Schuylkill Navigation, | ..... | ..... | ..... | ..... | 135,435 | 135,435 |
| Lykens Valley, | ..... | ..... | ..... | ..... | 35,895 | 35,895 |
| McKeesport Connecting, | ..... | 259,536 | ..... | 259,536 | ..... | 259,536 |

| | | | | | | |
|---|---|---|---|---|---|---|
| McKeesport Terminal, | ..... | 6,876 | ..... | 6,876 | ..... | 6,876 |
| Mahoning State Line, | ..... | ..... | ..... | ..... | 467 | 467 |
| Mahoning Valley, | ..... | ..... | ..... | ..... | 15,000 | 15,000 |
| Maryland and Pennsylvania, | 144,570 | 177,207 | 788 | 322,565 | 1,006 | 323,571 |
| Masontown and New Salem, | ..... | ..... | ..... | ..... | 4,566 | 4,566 |
| Meadville, Conneaut Lake and Linesville, | ..... | ..... | ..... | ..... | 10,000 | 10,000 |
| Mead Run, | ..... | ..... | ..... | ..... | 3,316 | 3,316 |
| Mercer Valley, | ..... | 57,650 | ..... | 57,650 | 53,842 | 111,492 |
| Merrittstown and New Salem, | ..... | ..... | ..... | ..... | 4,566 | 4,566 |
| Midway and Oakdale, | ..... | ..... | ..... | ..... | 7,500 | 7,500 |
| Middletown and Hummelstown, | 2,533 | 7,527 | ..... | 10,060 | 42 | 10,102 |
| Mill Creek and Mine Hill, | ..... | ..... | ..... | ..... | 36,405 | 36,405 |
| Mine Hill and Schuylkill Haven, | ..... | ..... | ..... | ..... | 276,609 | 276,609 |
| Monongahela, | 25,703 | 561,640 | 756 | 588,099 | 599 | 588,698 |
| Monongahela Connecting, | ..... | 570,722 | 43,327 | 614,049 | ..... | 614,049 |
| Montour, | 20,102 | 74,199 | 39,466 | 133,767 | ..... | 133,767 |
| Mount Carbon and Port Carbon, | ..... | ..... | ..... | ..... | 36,462 | 36,462 |
| Mount Jewett, Kinzua and Riterville, | 10,987 | 65,459 | ..... | 76,446 | 35 | 76,481 |
| Mount Penn Gravity, | 16,747 | 79 | 435 | 17,261 | 98 | 17,359 |
| Mount Pleasant and Latrobe, | ..... | 3,036 | ..... | 3,036 | ..... | 3,036 |
| Neversink Mountain, | 11,093 | ..... | ..... | 11,093 | ..... | 11,093 |
| New Castle and Beaver Valley, | ..... | ..... | ..... | ..... | 197,481 | 197,481 |
| New Castle and Butler, | ..... | 6,338 | ..... | 6,338 | ..... | 6,338 |
| New Castle and Lowell, | 49,127 | 5,319 | ..... | 54,446 | 156 | 54,602 |
| New Haven and Dunbar, | ..... | 40,193 | ..... | 40,193 | ..... | 40,193 |
| Newport and Sherman's Valley, | 14,937 | 34,654 | 1,072 | 50,663 | ..... | 50,663 |
| New York Central and Hudson River, | 29,808,794 | 48,871,026 | 2,398,393 | 81,078,213 | 6,222,722 | 87,300,935 |
| New York, Chicago and St. Louis, | 1,527,434 | 7,114,715 | 8,908 | 8,651,057 | 25,613 | 8,676,670 |
| New York, Ontario and Western, | 1,349,102 | 5,618,383 | 170,002 | 7,137,487 | 451,216 | 7,588,703 |
| New York and Pennsylvania, | 32,679 | 73,679 | 1,247 | 107,605 | ..... | 107,605 |
| New York, Susquehanna and Western, | 502,172 | 1,550,322 | 111,606 | 2,164,100 | 111,619 | 2,275,719 |
| Nittany Valley, | ..... | 9,127 | 234 | 9,361 | ..... | 9,361 |
| Norristown Junction, | ..... | ..... | ..... | ..... | 2,528 | 2,528 |
| Norristown and Main Line Connecting, | ..... | ..... | ..... | ..... | 13,200 | 13,200 |
| Northern Central, | 2,106,658 | 8,059,215 | 229,879 | 10,395,752 | 764,634 | 11,160,386 |
| Northern Liberties, | ..... | 79,235 | ..... | 79,235 | ..... | 79,235 |
| North Bend and Kettle Creek, | ..... | 336 | ..... | 336 | ..... | 336 |
| North Pennsylvania, | ..... | ..... | ..... | ..... | 675,500 | 675,500 |
| North East Pennsylvania, | 77,044 | 72,219 | ..... | 149,263 | 1,214 | 150,477 |
| Northampton and Bath, | 1,563 | 84,245 | 5,953 | 91,761 | ..... | 91,761 |
| Ohio Connecting, | ..... | ..... | ..... | ..... | 241,274 | 241,274 |
| Ohio River Junction, | ..... | 9,372 | ..... | 9,372 | ..... | 9,372 |
| Oley Valley, | 36,339 | ..... | ..... | 36,339 | 438 | 36,777 |

TABLE J—EARNINGS AND INCOME DURING THE YEAR—Continued.

| Name of Company. | Passenger earnings. | Freigth earnings. | Other earnings from operations. | Total earnings from operations. | Income from other sources including interest on bonds, dividends on stock, rentals, &c. | Total earnings and income. |
|---|---|---|---|---|---|---|
| Oleona and Germania, | ..... | 16,457 | ..... | 16,457 | ..... | 16,457 |
| Ontario, Carbondale and Scranton, | ..... | ..... | ..... | ..... | 133,198 | 133,198 |
| Pencoyd and Philadelphia, | ..... | ..... | 38,681 | 38,681 | ..... | 38,681 |
| Pennsylvania, | 31,086,053 | 90,709,361 | 1,542,577 | 123,337,991 | 10,422,721 | 133,760,712 |
| Pennsylvania Company, | 7,515,978 | 29,223,189 | 467,075 | 37,206,242 | 8,803,377 | 46,009,619 |
| Pennsylvania and New York Canal and Railroad | ..... | ..... | ..... | ..... | 520,368 | 520,368 |
| Pennsylvania West. and Ohio River Connecting | ..... | 6,721 | ..... | 6,721 | ..... | 6,721 |
| People's, | ..... | ..... | 17,761 | 17,761 | 1,072 | 18,833 |
| Perkiomen, | 65,726 | 443,721 | 385 | 509,832 | 1,081 | 510,913 |
| Philadelphia, Baltimore and Washington, | 7,183,167 | 6,654,276 | 304,805 | 14,142,248 | 755,291 | 14,897,539 |
| Philadelphia and Baltimore Central, | ..... | ..... | ..... | ..... | 165,548 | 165,548 |
| Philadelphia Belt Line, | ..... | ..... | 8,283 | 8,283 | ..... | 8,283 |
| Philadelphia and Chester Valley, | 9,055 | 68,374 | 29 | 78,058 | 252 | 78,310 |
| Philadelphia and Delaware County, | ..... | ..... | ..... | ..... | 6,335 | 6,335 |
| Philadelphia and Erie, | ..... | ..... | ..... | ..... | 2,354,462 | 2,354,462 |
| Philadelphia and Frankford, | ..... | ..... | ..... | ..... | 41,423 | 41,423 |
| Philadelphia, Germantown and Norristown, | ..... | ..... | ..... | ..... | 278,190 | 278,190 |
| Philadelphia, Harrisburg and Pittsburg, | ..... | ..... | ..... | ..... | 218,944 | 218,944 |
| Philadelphia, Newtown and New York, | 66,959 | 60,838 | 5,805 | 133,602 | 569 | 134,171 |
| Philadelphia and Reading, | 6,363,312 | 30,199,387 | 282,408 | 36,845,607 | 690,547 | 37,536,154 |
| Philadelphia and Reading Terminal, | ..... | ..... | ..... | ..... | 450,431 | 450,431 |
| Philadelphia and Trenton, | ..... | ..... | ..... | ..... | 59,270 | 59,270 |
| Pickering Valley, | 8,075 | 14,656 | 667 | 23,398 | 17 | 23,415 |
| Pine Creek, | ..... | ..... | ..... | ..... | 245,000 | 245,000 |
| Pittsburg, Allegheny and McKees Rocks, | ..... | ..... | 77,871 | 77,871 | ..... | 77,871 |
| Pittsburg and Allegheny River, | ..... | 12,456 | 1,188 | 13,644 | ..... | 13,644 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Pittsburg, Bessemer and Lake Erie, | ..... | ..... | ..... | ..... | 1,260,509 | 1,260,509 |
| Pittsburg and Castle Shannon, | 48,289 | 3,911 | 111 | 52,311 | 48,128 | 100,439 |
| Pittsburg, Chartiers and Youghiogheny, | 9,375 | 256,377 | 6,170 | 271,922 | 1,325 | 273,247 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 8,803,443 | 20,449,523 | 284,252 | 29,537,218 | 310,643 | 29,847,861 |
| Pittsburg, Fort Wayne and Chicago, | ..... | ..... | ..... | ..... | 4,228,566 | 4,228,566 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 30,223 | 9,829 | 13,273 | 53,325 | ..... | 53,325 |
| Pittsburg and Lake Erie, | 1,153,842 | 10,300,953 | 83,535 | 11,538,330 | 41,444 | 11,579,774 |
| Pittsburg, Lisbon and Western, | 21,061 | 52,991 | 468 | 74,520 | ..... | 74,520 |
| Pittsburg, McKeesport and Youghiogheny, | ..... | ..... | ..... | ..... | 517,451 | 517,451 |
| Pittsburg and Moon Run, | 1,744 | 56,765 | 742 | 59,251 | 2 | 59,253 |
| Pittsburg and Ohio Valley, | ..... | 60,810 | ..... | 60,810 | ..... | 60,810 |
| Pittsburg, Shawmut and Northern, | 87,261 | 714,912 | 118,964 | 921,137 | 110,897 | 1,032,034 |
| Pittsburg, Summerville and Clarion, | 7,163 | 3,407 | 82 | 10,652 | ..... | 10,652 |
| Pittsburg, Virginia and Charleston, a | ..... | ..... | ..... | ..... | 1,219,287 | 1,219,287 |
| Pittsburg, Youngstown and Ashtabula, | ..... | ..... | ..... | ..... | 1,395,488 | 1,395,488 |
| Pomeroy and Newark, | ..... | ..... | ..... | ..... | 12 | 12 |
| Portland and Northern, | ..... | 17,854 | ..... | 17,854 | ..... | 17,854 |
| Quakertown and Eastern, | 3,590 | 21,280 | ..... | 24,870 | ..... | 24,870 |
| Reading Belt, | ..... | ..... | ..... | ..... | 65,849 | 65,849 |
| Reading and Columbia, | 109,661 | 221,609 | 570 | 331,840 | 1,751 | 333,591 |
| Reynoldsville and Falls Creek, | ..... | 187,280 | 237 | 187,517 | ..... | 187,517 |
| Ridgway and Clearfield, | ..... | ..... | ..... | ..... | 55,342 | 55,342 |
| Rodgers, | ..... | 115 | 2,000 | 2,115 | ..... | 2,115 |
| Rupert and Bloomsburg, | 2,159 | 17,492 | ..... | 19,651 | 91 | 19,742 |
| Schuylkill and Lehigh, | ..... | ..... | ..... | ..... | 29,114 | 29,114 |
| Schuylkill and Lehigh Valley, | ..... | ..... | ..... | ..... | 100,000 | 100,000 |
| Schuylkill Valley Navigation and Railroad, | ..... | ..... | ..... | ..... | 31,831 | 31,831 |
| Scootac, | ..... | 6,850 | 571 | 7,421 | ..... | 7,421 |
| Scottdale Connecting, | ..... | 18,325 | ..... | 18,325 | ..... | 18,325 |
| Scranton, Dunmore and Moosic Lake, | 13,315 | 81 | 52 | 13,458 | ..... | 13,458 |
| Shamokin, Sunbury and Lewisburg, | ..... | ..... | ..... | ..... | 247,831 | 247,831 |
| Shamokin Valley and Pottsville, | ..... | ..... | ..... | ..... | 138,413 | 138,413 |
| Sharon, | ..... | ..... | ..... | ..... | 70,851 | 70,851 |
| Sharpsville, | 3,831 | 20,292 | 26,292 | 50,415 | 149 | 50,654 |
| Sheffield and Tionesta, | 9,782 | 58,175 | ..... | 67,957 | ..... | 67,957 |
| Shinglehouse, | ..... | ..... | ..... | ..... | 3,000 | 3,000 |
| Slack Water Connecting, | ..... | ..... | ..... | ..... | 650 | 650 |
| Slate Run, | ..... | 46,227 | ..... | 46,227 | ..... | 46,227 |
| Smethport, | ..... | ..... | ..... | ..... | 1,120 | 1,120 |
| Southern Pennsylvania Railway and Mining Co. | ..... | ..... | ..... | ..... | 308 | 308 |
| South Shore, | ..... | 21,429 | ..... | 21,429 | ..... | 21,429 |
| Southwest Connecting, | ..... | 3,529 | 9 | 3,538 | ..... | 3,538 |
| Southwest Pennsylvania, | ..... | ..... | ..... | ..... | 756,844 | 756,844 |

TABLE J—EARNINGS AND INCOME DURING THE YEAR—Continued.

| Name of Company. | Passenger earnings. | Freigth earnings. | Other earnings from operations. | Total earnings from operations. | Income from other sources including interest on bonds, dividends on stock, rentals, &c. | Total earnings and income. |
|---|---|---|---|---|---|---|
| State Line and Sullivan, | ..... | ..... | ..... | ..... | 71,132 | 71,132 |
| St. Clair Terminal, | ..... | 195,210 | 23,192 | 218,402 | 1,402 | 219,804 |
| St. Mary's and Western, | ..... | 17,842 | ..... | 17,842 | ..... | 17,842 |
| Stewartstown, | 4,280 | 13,141 | 190 | 17,611 | ..... | 17,611 |
| Stony Creek, | 3,595 | 60,910 | 871 | 65,376 | 725 | 66,101 |
| Susquehanna and Buffalo, | 86 | 2,756 | ..... | 2,842 | ..... | 2,842 |
| Susquehanna, Bloomsburg and Berwick, | 12,628 | 131,016 | 15,221 | 158,865 | ..... | 158,865 |
| Susquehanna Connecting, | ..... | ..... | ..... | ..... | 7,250 | 7,250 |
| Susquehanna and New York, | 31,869 | 203,430 | 16,182 | 251,481 | 2,289 | 253,770 |
| Susquehanna River Western, | 7,964 | 7,112 | 3 | 15,079 | ..... | 15,079 |
| Tamaqua, Hazleton and Northern, | ..... | 24,247 | 500 | 24,747 | 2 | 24,749 |
| Tionesta Valley, | 14,564 | 175,317 | ..... | 189,881 | 17,120 | 207,001 |
| Tipton, | ..... | ..... | ..... | ..... | 560 | 560 |
| Tuscarora Valley, | 9,254 | 18,255 | ..... | 27,509 | ..... | 27,509 |
| Union, | 689 | 2,629,161 | 14,940 | 2,644,790 | 53,004 | 2,697,794 |
| Ursina and North Fork, | 913 | 1,524 | ..... | 2,437 | ..... | 2,437 |
| Valley, | 652 | 11,711 | ..... | 12,363 | 490 | 12,853 |
| Valley Connecting, | ..... | 16,005 | ..... | 16,005 | ..... | 16,005 |
| Wabash Pittsburg Terminal, | 92,074 | 158,801 | ..... | 250,875 | 103,267 | 354,142 |
| Washington Run, | 6,200 | 47,716 | 1,746 | 55,662 | 929 | 56,591 |
| Waynesburg and Washington, | 71,468 | 69,731 | 712 | 141,911 | 3,910 | 145,821 |
| Westinghouse Inter-Works, | ..... | 6,476 | ..... | 6,476 | ..... | 6,476 |
| Western Allegheny, | ..... | ..... | ..... | ..... | 60,150 | 60,150 |
| Western Maryland, | 631,210 | 1,417,952 | 52,471 | 2,101,633 | 208,029 | 2,309,662 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Western New York and Pennsylvania, | ..... | ..... | ..... | ..... | 615,659 | 615,659 |
| Western Washington, | ..... | ..... | ..... | ..... | 9,500 | 9,500 |
| West Side Belt, | 7,947 | 219,807 | 12,334 | 240,088 | ..... | 240,088 |
| Wilkes-Barre and Eastern, | 11,701 | 565,049 | 2,285 | 579,035 | ..... | 579,035 |
| Wilkes-Barre and Hazleton, | 119,157 | 1,304 | 35,386 | 155,847 | ..... | 155,847 |
| Wilkes-Barre and Scranton, | ..... | ..... | ..... | ..... | 51,168 | 51,168 |
| Williamsport and North Branch, | 52,661 | 117,141 | 195 | 169,997 | 402 | 170,399 |
| Williams Valley, | 12,823 | 11,719 | ..... | 24,542 | ..... | 24,542 |
| Wilmington and Northern, | ..... | ..... | ..... | ..... | 101,569 | 101,569 |
| Winfield, | 3,029 | 17,304 | 80 | 20,413 | ..... | 20,413 |
| Wyoming and Pond Creek, | ..... | 2,108 | ..... | 2,108 | ..... | 2,108 |
| York, Hanover and Frederick, | ..... | ..... | ..... | ..... | 268 | 268 |
| York Haven and Rowenna, | ..... | ..... | ..... | ..... | 26,120 | 26,120 |
| Youghiogheny, Northern, | ..... | ..... | ..... | ..... | 59,133 | 59,133 |
| Total, | $157,507,456 | $471,551,488 | $13,097,984 | $642,156,888 | $70,031,987 | $712,188,875 |

## COMPARATIVE TABLE FOR FIVE YEARS.

| | | | | | | |
|---|---|---|---|---|---|---|
| 1901, | $118,878,848 | $354,550,223 | $8,326,411 | $481,755,482 | $52,459,145 | $534,214,627 |
| 1902, | 138,131,672 | 381,458,649 | 8,737,131 | 528,327,452 | 58,691,135 | 587,018,587 |
| 1903, | 146,759,653 | 433,672,578 | 11,988,353 | 592,420,584 | 62,168,034 | 654,588,618 |
| 1904, | 153,085,558 | 444,450,498 | 12,269,231 | 609,805,287 | 65,203,068 | 675,008,355 |
| 1905, | 157,507,456 | 471,551,448 | 13,097,984 | 642,156,888 | 70,031,987 | 712,188,875 |

*Operating report.
†Financial report.
a See foot note "o," Table "D."

## TABLE K—EXPENSES DURING THE YEAR.

| Name of Company.. | Maintenance of way and structures. | Maintenance of equipment. | Conducting transportation. | General expenses. | Total operating expenses. |
|---|---|---|---|---|---|
| Allegheny Junction, | $100 | $162 | $3,095 | $690 | $4,047 |
| Allegheny and South Side, | 3,564 | 1,621 | 22,771 | ..... | 27,956 |
| Altoona and Beech Creek Terminal, | 3,226 | 2,664 | 5,509 | 3,508 | 14,907 |
| Baltimore and Ohio, | 7,797,868 | 10,778,927 | 24,722,364 | 1,621,752 | 44,920,911 |
| Bangor and Portland, | 44,863 | 17,605 | 65,068 | 5,453 | 132,989 |
| Bare Rock, | ..... | 841 | 182 | 1,497 | 2,520 |
| Bellefonte Central, | 8,352 | 5,419 | 17,991 | 6,877 | 38,639 |
| Bells Run, | 5,056 | ..... | ..... | ..... | 5,056 |
| Bessemer and Lake Erie, | 486,709 | 620,501 | 1,243,580 | 87,587 | 2,438,377 |
| Bloom Run, | 1,022 | 192 | 6,435 | ..... | 7,649 |
| Bloomsburg and Sullivan, | 16,037 | 4,829 | 24,150 | 8,758 | 53,774 |
| Bradford and Western Pennsylvania, | 3,760 | 854 | 1,650 | 45 | 6,309 |
| Brock, | 220 | 259 | 1,599 | 22 | 2,100 |
| Brookville, | ..... | ..... | 871 | ..... | 871 |
| Brownstone and Middletown, | 1,971 | 7,533 | 4,883 | 318 | 14,705 |
| Buffalo, Bradford and Kane, | 9,657 | 4,614 | 28,057 | 2,565 | 44,893 |
| Buffalo, Rochester and Pittsburg, | 676,198 | 1,314,407 | 3,026,776 | 169,718 | 5,187,099 |
| Buffalo and Susquehanna, | 162,926 | 188,400 | 300,564 | 71,355 | 723,245 |
| Cammal and Black Forest, | 6,114 | 4,278 | 6,033 | 2,235 | 18,660 |
| Catasauqua and Fogelsville, | 25,790 | 8,123 | 23,933 | 492 | 58,338 |
| Central Railroad of New Jersey, | 1,834,871 | 2,610,095 | 6,940,472 | 456,387 | 11,841,825 |
| Central Railroad of Pennsylvania, | 12,941 | 7,167 | 35,265 | 5,444 | 60,817 |
| Cherry Tree and Dixonville, | 3,076 | ..... | 492 | ..... | 3,568 |
| Chester and Delaware River, | 14,854 | 312 | 40,314 | 6 | 55,486 |
| Chestnut Ridge, | 1,504 | 596 | 3,384 | 1,517 | 7,001 |

| | | | | | |
|---|---|---|---|---|---|
| Cheswick and Harmer, | 1,958 | 38 | 82 | 38 | 2,116 |
| Coal Glen, | ..... | ..... | 1,657 | ..... | 1,657 |
| Cornwall, | 7,493 | 10,670 | 34,983 | 7,250 | 60,396 |
| Cornwall and Lebanon, | 32,323 | 34,251 | 84,640 | 10,150 | 161,364 |
| Coudersport and Port Allegheny, | 19,410 | 4,606 | 33,691 | 5,193 | 62,900 |
| Cumberland Valley, | 361,629 | 248,810 | 776,520 | 60,697 | 1,447,656 |
| Delaware and Hudson, | 1,700,158 | 1,644,223 | 5,828,529 | 379,784 | 9,552,694 |
| Delaware, Lackawanna and Hudson, | 4,156,178 | 2,776,201 | 8,358,376 | 523,467 | 15,814,222 |
| Delaware, Susquehanna and Schuylkill, | 58,823 | 417,515 | 671,915 | 53,158 | 1,201,411 |
| Delaware Valley, | 1,676 | 1,570 | 4,817 | 3,058 | 11,121 |
| Dents Run, | 2,634 | 1,417 | 3,388 | 45 | 7,484 |
| Donora Southern, | 1,069 | 2,267 | 24,800 | 1,131 | 29,267 |
| Dunkirk, Allegheny Valley and Pittsburg,* | 74,370 | 21,736 | 138,556 | 2,790 | 237,452 |
| East Berlin, | 2,703 | 157 | 4,651 | 142 | 7,653 |
| East Broad Top, | 17,402 | 15,387 | 38,822 | 9,576 | 81,187 |
| Eddystone and Delaware River, | 750 | 186 | 2,039 | 719 | 3,694 |
| Elk and Highlands, | 3,351 | 2,552 | 5,819 | 1,765 | 13,487 |
| Emporium and Rich Valley, | 4,415 | 6,584 | 9,963 | 2,229 | 23,191 |
| Erie, | 3,213,939 | 6,757,202 | 18,050,634 | 888,593 | 28,910,368 |
| Etna and Montrose, | 3,907 | 2,656 | 27,780 | 1,200 | 35,543 |
| Gettysburg and Harrisburg, | 30,134 | 4,051 | 70,916 | 812 | 105,913 |
| Hanover and Newport, | 10,604 | ..... | ..... | ..... | 10,604 |
| Hooverhurst and Southwestern, | 2,797 | 551 | 7,080 | ..... | 10,428 |
| Hunter's Run and Slate Belt, | 2,477 | 317 | 5,520 | 1,919 | 9,963 |
| Huntingdon and Broad Top Mountain, | 69,817 | 58,894 | 176,174 | 40,157 | 345,042 |
| Ironton, | 24,245 | 41,718 | 74,821 | 10,451 | 151,235 |
| Jersey Shore and Antes Fort, | 84 | 287 | 907 | 87 | 1,365 |
| Johnstown and Stony Creek, | 3,811 | 806 | 3,230 | 1,045 | 8,892 |
| Kane and Elk, | 4,819 | 1,214 | 8,655 | 1,023 | 15,711 |
| Keating and Smethport, | 41 | 10 | 978 | ..... | 1,029 |
| Ketner and Kay Fork, | 1,563 | 177 | 2,800 | 284 | 4,824 |
| Kinzua and Tiona, | 13 | 44 | 169 | 400 | 626 |
| Kishacoquillas Valley, | 4,184 | 408 | 4,792 | 500 | 9,884 |
| Lackawanna and Montrose, | 6,214 | 712 | 16,138 | 566 | 23,630 |
| Lackawanna and Wyoming Valley, | 23,587 | 29,148 | 138,239 | 33,284 | 224,258 |
| Lake Shore and Michigan Southern, | 6,638,566 | 7,255,716 | 13,755,702 | 564,677 | 28,214,661 |
| Lancaster, Oxford and Southern, | 3,538 | 1,291 | 6,720 | 2,330 | 13,879 |
| Leetonia, | 14,396 | 6,175 | 26,727 | 1,983 | 49,281 |
| Lehigh and New England, | 45,751 | 26,751 | 109,074 | 15,431 | 197,007 |
| Lehigh Valley, | 3,269,383 | 4,894,269 | 10,139,038 | 587,011 | 18,889,701 |
| Ligonier Valley, | 12,380 | 2,332 | 17,507 | 7,665 | 39,884 |
| McKeesport Connecting, | 25,440 | 43,667 | 179,066 | 2,003 | 250,176 |
| McKeesport Terminal, | 661 | 421 | 5,619 | 175 | 6,876 |

TABLE K—EXPENSES DURING THE YEAR—Continued.

| Name of Company. | Maintenance of way and structures. | Maintenance of equipment. | Conducting transportation. | General expenses. | Total operating expenses. |
|---|---|---|---|---|---|
| Maryland and Pennsylvania, | 48,974 | 25,245 | 128,309 | 13,034 | 215,562 |
| Mercer Valley, | 25,725 | 12,502 | 71,243 | 1,574 | 111,044 |
| Middletown and Hummelstown, | 2,150 | 56 | 7,164 | 6 | 9,376 |
| Monongahela, | 93,908 | 54,482 | 243,371 | 14,589 | 406,350 |
| Monongahela Connecting, | 29,316 | 27,809 | 195,050 | 27,239 | 279,414 |
| Montour, | 34,551 | 51,781 | 24,788 | 6,209 | 117,329 |
| Mount Jewett, Kinzua and Riterville, | 26,949 | 10,615 | 39,159 | 2,283 | 79,006 |
| Mount Penn Gravity, | 1,970 | 1,353 | 5,681 | 307 | 9,311 |
| Mount Pleasant and Latrobe, | 538 | 136 | 2,310 | 52 | 3,036 |
| Neversink Mountain, | 1,385 | 673 | 4,842 | 1,017 | 7,917 |
| New Castle and Butler, | 755 | 4,191 | 4,559 | 42 | 9,547 |
| New Castle and Lowell, | 3,637 | 1,234 | 16,048 | 3,020 | 23,939 |
| New Haven and Dunbar, | 12,377 | 14,761 | 21,427 | 4,867 | 53,432 |
| Newport and Sherman's Valley, | 8,192 | 3,916 | 11,446 | 4,390 | 27,944 |
| New York Central and Hudson River, | 11,143,792 | 11,137,824 | 32,692,841 | 2,143,830 | 57,118,287 |
| New York, Chicago and St. Louis, | 1,136,269 | 1,505,637 | 4,185,814 | 122,403 | 6,950,123 |
| New York, Ontario and Western, | 827,493 | 996,482 | 2,940,563 | 173,961 | 4,938,499 |
| New York and Pennsylvania, | 28,837 | 7,076 | 31,467 | 6,720 | 74,100 |
| New York, Susquehanna and Western, | 240,671 | 248,560 | 858,278 | 35,615 | 1,383,124 |
| Nittany Valley, | 791 | 713 | 2,993 | 1,251 | 5,748 |
| Northern Central, | 1,308,487 | 2,050,436 | 4,654,460 | 222,288 | 8,235,671 |
| Northern Liberties, | 5,773 | 4,787 | 28,225 | 373 | 39,158 |
| North Bend and Kettle Creek, | 2,811 | 229 | 1,504 | ..... | 4,544 |
| North East Pennsylvania, | 25,375 | 174 | 71,120 | 154 | 96,823 |
| Northampton and Bath, | 9,041 | 8,899 | 61,798 | 2,412 | 82,150 |

| | | | | | |
|---|---|---|---|---|---|
| Ohio River Junction, | 2,818 | 1,147 | 3,398 | 3,332 | 10,695 |
| Oley Valley, | 1,505 | 2,950 | 9,454 | 2,875 | 16,784 |
| Oleona and Germania, | 1,612 | 7,877 | 6,787 | 181 | 16,457 |
| Pencoyd and Philadelphia, | 2,948 | 1,266 | 33,343 | 1 | 37,558 |
| Pennsylvania, | 14,134,196 | 21,785,780 | 46,812,829 | 3,123,921 | 85,856,726 |
| Pennsylvania Company, | 5,012,391 | 5,977,429 | 14,480,334 | 762,226 | 26,232,380 |
| Pennsylvania, Western and Ohio River Connecting, | 1,648 | 336 | 3,497 | 60 | 5,541 |
| Peoples, | ..... | ..... | 5,858 | ..... | 5,858 |
| Perkiomen, | 43,831 | 2,106 | 154,466 | 1,147 | 201,550 |
| Philadelphia, Baltimore and Washington, | 1,591,700 | 2,273,324 | 6,241,987 | 328,339 | 10,435,350 |
| Philadelphia Belt Line, | 2,032 | ..... | 3,157 | 1,644 | 6,837 |
| Philadelphia and Chester Valley, | 19,171 | 856 | 31,412 | 475 | 51,914 |
| Philadelphia, Newtown and New York, | 35,034 | 281 | 63,223 | 868 | 99,406 |
| Philadelphia and Reading, | 2,738,215 | 5,365,779 | 10,672,769 | 703,587 | 19,480,350 |
| Pickering Valley, | 12,074 | 1 | 13,754 | 6 | 25,835 |
| Pittsburg, Allegheny and McKees Rocks, | 9,510 | 4,807 | 41,038 | 301 | 55,656 |
| Pittsburg and Allegheny River, | 63 | 727 | 12,854 | ..... | 13,644 |
| Pittsburg and Castle Shannon, | 16,075 | 9,014 | 54,123 | 21,243 | 100,455 |
| Pittsburg, Chartiers and Youghiogheny, | 36,173 | 21,765 | 111,192 | 11,396 | 180,526 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 3,598,126 | 5,495,530 | 11,394,306 | 630,869 | 21,118,831 |
| Pittsburg, Johnstown and Eastern, | ..... | ..... | 42,949 | ..... | 42,949 |
| Pittsburg and Lake Erie, | 2,643,428 | 3,350,913 | 2,742,481 | 188,061 | 8,924,883 |
| Pittsburg, Lisbon and Western, | 17,660 | 9,981 | 34,796 | 5,509 | 67,946 |
| Pittsburg and Moon Run, | 16,510 | 2,121 | 12,021 | 4,683 | 35,335 |
| Pittsburg and Ohio Valley, | 7,551 | 4,147 | 25,940 | 351 | 37,989 |
| Pittsburg, Shawmut and Northern, | 171,697 | 240,007 | 423,879 | 42,036 | 877,619 |
| Pittsburg, Summerville and Clarion, | 3,201 | 126 | 5,274 | 951 | 9,552 |
| Portland and Northern, | 2,293 | 2,132 | 8,819 | 5 | 13,249 |
| Quakertown and Eastern, | 4,416 | 1,080 | 9,701 | 2,651 | 17,848 |
| Reading and Columbia, | 39,529 | 9,674 | 151,424 | 1,024 | 201,651 |
| Reynoldsville and Falls Creek, | 20,460 | 10,443 | 63,730 | 9,051 | 103,684 |
| Rodgers, | 382 | 133 | 1,146 | ..... | 1,661 |
| Rupert and Bloomsburg, | 1,613 | ..... | 8,079 | 6 | 9,698 |
| Scootac, | ..... | ..... | 5,092 | ..... | 5,092 |
| Scottdale Connecting, | 5,698 | 119 | 11,112 | 252 | 17,181 |
| Scranton, Dunmore and Moosic Lake, | 2,855 | 1,935 | 11,453 | 2,028 | 18,271 |
| Scranton and Spring Brook, | ..... | 150 | 160 | ..... | 310 |
| Sharpsville, | 9,954 | 1,065 | 24,489 | 1,509 | 37,017 |
| Sheffield and Tionesta, | 17,871 | 2,853 | 9,779 | 6,637 | 37,140 |
| Slate Run, | 21,652 | 11,171 | 17,517 | 274 | 50,614 |
| South Shore, | ..... | ..... | 24,947 | ..... | 24,947 |
| Southwest Connecting, | 3,292 | ..... | ..... | 170 | 3,462 |
| St. Clair Terminal, | 39,576 | 15,899 | 79,218 | 698 | 135,391 |

TABLE K—EXPENSES DURING THE YEAR—Continued.

| Name of Company. | Maintenance of way and structures. | Maintenance of equipment. | Conducting transportation. | General expenses. | Total operating expenses. |
|---|---|---|---|---|---|
| St. Mary's and Western, | 1,836 | 3,527 | 9,125 | 974 | 15,462 |
| Stewartstown, | 3,083 | 592 | 6,517 | 840 | 11,032 |
| Stony Creek, | 10,265 | 232 | 21,495 | 487 | 32,479 |
| Susquehanna and Buffalo, | 2,031 | 646 | 6,525 | 2,012 | 11,214 |
| Susquehanna, Bloomsburg and Berwick, | 13,764 | 9,355 | 55,056 | 6,720 | 84,895 |
| Susquehanna and New York, | 41,746 | 17,079 | 81,119 | 11,949 | 151,893 |
| Susquehanna River and Western, | 1,385 | 1,620 | 5,481 | 1,205 | 9,691 |
| Tamaqua, Hazleton and Northern, | 5,583 | ..... | 6,313 | 13 | 11,909 |
| Tionesta Valley, | 31,280 | 13,917 | 53,407 | 6,034 | 104,638 |
| Tuscarora Valley, | 4,707 | 3,314 | 8,724 | 916 | 17,661 |
| Union, | 219,437 | 222,323 | 956,789 | 17,883 | 1,416,432 |
| Ursina and North Fork, | 4,236 | 803 | 5,319 | 1,311 | 11,669 |
| Valley, | 3,768 | 1,167 | 6,744 | 108 | 11,787 |
| Valley Connecting, | 6,471 | 700 | 7,147 | 920 | 15,238 |
| Wabash Pittsburg Terminal, | 27,477 | 21,956 | 182,488 | 17,865 | 249,786 |
| Washington Run, | 2,605 | 1,482 | 15,349 | 3,782 | 23,218 |
| Waynesburg and Washington, | 62,136 | 10,906 | 43,897 | 1,778 | 118,717 |
| Westinghouse Inter-Works, | 1,358 | 347 | 4,713 | 58 | 6,476 |
| Western Maryland, | 266,656 | 200,710 | 855,245 | 77,216 | 1,399,827 |
| West Side Belt, | 36,460 | 23,538 | 69,580 | 24,848 | 154,426 |
| Wilkes-Barre and Eastern, | 59,519 | 59,605 | 214,633 | 11,439 | 345,196 |
| Wilkes-Barre and Hazleton, | 4,283 | 1,262 | 26,262 | 8,713 | 40,520 |
| Williamsport and North Branch, | 25,934 | 14,173 | 69,824 | 9,615 | 119,546 |

| | | | | | |
|---|---|---|---|---|---|
| Williams Valley, | 4,613 | 1,536 | 11,479 | 1,560 | 19,188 |
| Winfield, | 2,575 | 3,930 | 9,424 | 3,914 | 19,843 |
| Wyoming and Pond Creek, | 516 | ..... | 1,503 | ..... | 2,019 |
| Total, | $77,131,623 | $101,295,601 | $238,279,107 | $14,527,177 | $431,233,508 |

COMPARATIVE TABLE FOR FIVE YEARS.

| | | | | | |
|---|---|---|---|---|---|
| 1901, | $62,169,364 | $67,209,708 | $174,790,342 | $11,142,493 | $315,311,907 |
| 1902, | 69,242,525 | 75,298,722 | 189,575,352 | 11,840,509 | 345,957,108 |
| 1903, | 75,646,164 | 85,160,879 | 223,295,443 | 12,671,660 | 396,774,146 |
| 1904, | 74,150,415 | 94,510,598 | 235,844,460 | 14,147,608 | 418,653,081 |
| 1905, | 77,131,623 | 101,295,601 | 238,279,107 | 14,527,177 | 431,233,508 |

*Operating report.

TABLE K—EXPENSES DURING THE YEAR—Continued.

| Name of Company. | Other expenses, as per deductions from income. | Total expenditures for the year. | Total amount of dividends paid during the year. | Surplus from operations of the year ending June 30, 1905, after deducting dividends. | Deficit from operations of June 30, 1905, after deducting dividends. |
|---|---|---|---|---|---|
| Allegheny Junction, | $35 | $4,082 | ..... | $454 | ..... |
| Allegheny and South Side, | 62 | 28,018 | ..... | 3,469 | ..... |
| Allegheny Valley, | 1,153,630 | 1,153,630 | ..... | 24,289 | ..... |
| Allegheny and Western, | 80,000 | 80,000 | $180,000 | ..... | ..... |
| Allentown, | 102 | 102 | ..... | 5,280 | ..... |
| Allentown Terminal, | 18,000 | 18,000 | 22,500 | ..... | ..... |
| Altoona and Beech Creek, | 4,576 | 19,483 | ..... | 3,038 | ..... |
| Bald Eagle Valley, | 28,822 | 28,822 | 140,625 | 261,907 | ..... |
| Baltimore and Cumberland Valley, | 5,768 | 5,768 | ..... | ..... | ..... |
| Baltimore and Cumberland Valley Extension, | 17,800 | 17,800 | 24,930 | ..... | ..... |
| Baltimore and Harrisburg, | 34,936 | 34,936 | 36,000 | 42,140 | ..... |
| Baltimore and Harrisburg Eastern Extension, | ..... | ..... | 28,188 | ..... | ..... |
| Baltimore and Harrisburg Western Extension, | 15,000 | 15,000 | ..... | ..... | ..... |
| Baltimore and Ohio, | 12,282,396 | 57,203,307 | 8,006,802 | 5,667,194 | ..... |
| Bangor and Portland, | 28,632 | 161,621 | 22,950 | 39,647 | ..... |
| Bare Rock, | 23 | 2,543 | ..... | ..... | $795 |
| Beaver and Ellwood, | 6,157 | 6,157 | ..... | 2,365 | ..... |
| Beaver Valley, | ..... | ..... | ..... | 677 | ..... |
| Bedford and Bridgeport, | 91,072 | 91,072 | ..... | 26,839 | ..... |
| Bedford and Hollidaysburg, | a 4,446 | 4,446 | ..... | ..... | 4,360 |
| Beech Creek, | 250,000 | 250,000 | ..... | 240,000 | ..... |
| Beech Creek Extension, | 127,756 | 127,756 | ..... | ..... | ..... |
| Bellefonte Central, | 21,845 | 60,484 | ..... | ..... | 4,098 |
| Bells Run, | 3,916 | 13,972 | ..... | 581 | ..... |
| Belvidere-Delaware, | 182,625 | 182,625 | ..... | 112,333 | ..... |
| Bessemer and Lake Erie, | 1,737,101 | 4,175,478 | 250,000 | 698,473 | ..... |

| | | | | | |
|---|---|---|---|---|---|
| Big Level and Kinzua, | 1,976 | 1,976 | ..... | ..... | 100 |
| Bloom Run, | 94 | 7,743 | ..... | ..... | 6,188 |
| Bloomsburg and Sullivan, | 31,272 | 85,046 | ..... | 25,682 | ..... |
| Bradford and Western Pennsylvania, | 54 | 6,363 | ..... | ..... | 1,076 |
| Brock, | 188 | 2,288 | 4,000 | 7,262 | ..... |
| Brookville, | ..... | 871 | ..... | ..... | ..... |
| Brownstone and Middletown, | 118 | 14,823 | ..... | 181 | ..... |
| Buffalo, Bradford and Kane, | 9,275 | 54,168 | ..... | 1,672 | ..... |
| Buffalo, Rochester and Pittsburg, | 1,995,177 | 7,182,276 | 900,000 | 191,994 | ..... |
| Buffalo and Susquehanna, | 273,467 | 996,712 | 295,900 | 28,114 | ..... |
| Cambria and Clearfield, | 282,565 | 282,565 | ..... | 120,434 | ..... |
| Cammal and Black Forest, | 283 | 18,943 | ..... | 381 | ..... |
| Catasauqua and Fogelsville, | 11,533 | 69,871 | 29,883 | 22,522 | ..... |
| Catawissa, | 11,857 | 11,857 | 170,010 | ..... | 7,819 |
| Central Railroad of New Jersey, | 8,455,902 | 20,297,727 | 2,193,704 | 141,016 | ..... |
| Central Railroad of Pennsylvania, | 40,112 | 100,929 | ..... | ..... | 18,083 |
| Chartiers, | 40,255 | 40,255 | 58,077 | 152,848 | ..... |
| Cherry Tree and Dixonville, | 5,826 | 9,394 | ..... | 7,111 | ..... |
| Chester Creek, | 11,100 | 11,100 | 11,100 | ..... | ..... |
| Chester and Delaware River, | 2,634 | 58,120 | ..... | 69,307 | ..... |
| Chestnut Hill, | 303 | 303 | 11,739 | ..... | ..... |
| Chestnut Ridge, | 2,921 | 9,922 | 2,200 | ..... | 186 |
| Cheswick and Harmer, | 5,485 | 7,601 | ..... | 3,726 | ..... |
| Clearfield and Mahoning, | 32,500 | 32,500 | 45,000 | ..... | ..... |
| Cleveland and Pittsburg, | 424,835 | 424,835 | 867,788 | 1,755 | ..... |
| Coal Glen, | 7,966 | 9,623 | ..... | ..... | ..... |
| Colebrookdale, | 36,418 | 36,418 | ..... | ..... | 19,177 |
| Columbia and Port Deposit, | 79,752 | 79,752 | 50,000 | ..... | 56,941 |
| Connecting, | 99,767 | 99,767 | 144,546 | ..... | ..... |
| Cornwall, | 2,160 | 62,556 | ..... | 45,052 | ..... |
| Cornwall and Lebanon, | 49,120 | 210,484 | 48,000 | 35,184 | ..... |
| Coudersport and Port Allegheny, | 14,681 | 77,581 | 27,000 | 10,162 | ..... |
| Cumberland Valley, | 620,024 | 2,067,680 | 142,228 | 28,139 | ..... |
| Cumberland Valley and Waynesboro, | 511 | 511 | ..... | 12,444 | ..... |
| Delaware and Hudson, | 2,856,006 | 12,408,700 | ..... | 3,194,970 | ..... |
| Delaware, Lackawanna and Western, | 9,850,065 | 25,664,287 | 8,847,000 | 3,378,789 | ..... |
| Delaware River Railroad and Bridge Co., | 57,228 | 57,228 | 52,000 | 14,696 | ..... |
| Delaware, Susquehanna and Schuylkill, | 6,038 | 1,207,449 | 90,000 | 53,206 | ..... |
| Delaware Valley, | 6,572 | 17,693 | ..... | 5,104 | ..... |
| Dents Run, | ..... | 7,484 | ..... | ..... | 3,393 |
| Dillsburg and Mechanicsburg, | 6,133 | 6,133 | ..... | ..... | 4,283 |
| Donora Southern, | 11,756 | 41,023 | ..... | 28,223 | ..... |
| Dunkirk, Allegheny Valley and Pittsburg,* | 17,080 | 254,532 | ..... | 57,292 | ..... |
| Dunkirk, Allegheny Valley and Pittsburg, | 203,500 | 203,500 | 19,500 | ..... | ..... |

TABLE K—EXPENSES DURING THE YEAR—Continued.

| Name of Company. | Other expenses, as per deductions from income. | Total expenditures for the year. | Total amount of dividends paid during the year. | Surplus from operations of the year ending June 30, 1905, after deducting dividends. | Deficit from operations of June 30, 1905, after deducting dividends. |
|---|---|---|---|---|---|
| East Berlin, | 176 | 7,829 | ..... | ..... | 193 |
| Eaglesmere, | 5,950 | 5,950 | ..... | ..... | 950 |
| East Broad Top, | 27,147 | 108,334 | ..... | 46,529 | ..... |
| East Mahanoy, | 2,489 | 2,489 | 24,888 | 370 | ..... |
| East Pennsylvania, | 33,929 | 33,929 | ..... | 103,827 | ..... |
| Eddystone and Delaware River, | 38 | 3,732 | ..... | ..... | 1,147 |
| Elk and Highlands, | 897 | 14,384 | ..... | 695 | ..... |
| Elmira and Williamsport, | 104,502 | 104,502 | 60,000 | 6 | ..... |
| Ellwood Short Line, | 15,000 | 15,000 | ..... | ..... | ..... |
| Emporium and Rich Valley, | 893 | 24,084 | ..... | 6,100 | ..... |
| Erie, | 12,601,183 | 41,511,551 | 2,555,696 | 490,344 | ..... |
| Erie and Pittsburg, | 158,192 | 158,192 | 140,000 | 1,784 | ..... |
| Etna and Montrose, | 10,195 | 45,738 | 60,000 | 7,795 | ..... |
| Fall Brook, | 15,673 | 15,673 | 147,500 | 12,8[illegible]6 | ..... |
| Gettysburg and Harrisburg, | 33,325 | 139,238 | ..... | 48,173 | ..... |
| Hanover and Newport, | 463 | 11,067 | ..... | 3,024 | ..... |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 29,731 | 29,731 | 88,691 | 1,425 | ..... |
| Hooverhurst and Southwestern, | 163 | 10,591 | ..... | 12,418 | ..... |
| Hunter's Run and Slate Belt, | 325 | 10,288 | ..... | 4,012 | ..... |
| Huntingdon and Broad Top Mountain, | 132,396 | 477,438 | 100,000 | 133,945 | ..... |
| Ironton, | 1,986 | 153,221 | 120,000 | 3,266 | ..... |
| Jamestown and Franklin, | 75,724 | 75,724 | ..... | 12,011 | ..... |
| Jersey Shore and Antes Fort, | ..... | 1,365 | ..... | 2 2 2 | ..... |
| Johnsonburg, | b 16,336 | b 16,336 | ..... | ..... | 16,336 |
| Johnstown and Stony Creek, | 600 | 9,492 | ..... | 1,762 | ..... |

| | | | | | |
|---|---|---|---|---|---|
| Junction, | 30,870 | 30,870 | 15,000 | ..... | ..... |
| Kane and Elk, | 858 | 16,569 | ..... | 2,807 | ..... |
| Keating and Smethport, | ..... | 1,029 | ..... | 238 | ..... |
| Ketner and Kay Fork, | 1,717 | 6,541 | ..... | ..... | 250 |
| Kinzua Hemlock, | 29,966 | 29,966 | 5,850 | ..... | 28,393 |
| Kinzua and Tiona, | 946 | 1,572 | 18,150 | ..... | 792 |
| Kishacoquillas Valley, | 289 | 10,173 | ..... | 2,109 | ..... |
| Kushequa, | ..... | ..... | ..... | 5,726 | ..... |
| Lackawanna and Monroe, | 632 | 24,262 | ..... | 3,811 | ..... |
| Lackawanna and Wyoming Valley, | 166,893 | 391,151 | ..... | ..... | ..... |
| Lake Shore and Michigan Southern, | 6,036,650 | 34,251,311 | 4,010,670 | 521, 61 | ..... |
| Lancaster, Oxford and Southern, | 20 | 13,899 | ..... | 2,790 | ..... |
| Lancaster and Quarryville, | 1,771 | 1,771 | 14,000 | 5,333 | ..... |
| Leetonia, | 477 | 49,758 | ..... | 17,455 | ..... |
| Lehigh and New England, | 114,320 | 311,327 | ..... | 15,106 | ..... |
| Lehigh and Susquehanna, | ..... | ..... | ..... | 2,192,058 | ..... |
| Lehigh Valley, | 7,446,263 | 26,335,964 | 1,225,989 | 4,166,900 | ..... |
| Lewisburg and Buffalo Valley, | ..... | ..... | 1,200 | ..... | ..... |
| Lewisburg and Tyrone, | 20,002 | 20,002 | ..... | ..... | 16,631 |
| Ligonier Valley, | 7,288 | 47,172 | 9,600 | 26,518 | ..... |
| Little Schuylkill Navigation, | 4,693 | 4,693 | 136,832 | 6,090 | ..... |
| Lykens Valley, | 5,031 | 5,031 | 30,000 | 864 | ..... |
| McKeesport Connecting, | 1,194 | 251,370 | ..... | 8,166 | ..... |
| McKeesport Terminal, | ..... | 6,876 | ..... | ..... | ..... |
| Mahoning State Line, | 467 | 467 | ..... | ..... | ..... |
| Mahoning Valley, | 13,135 | 13,135 | 1,865 | ..... | ..... |
| Maryland and Pennsylvania, | 113,234 | 328,796 | ..... | ..... | 5,225 |
| Masontown and New Salem, | 4,566 | 4,566 | ..... | ..... | ..... |
| Meadville, Conneaut Lake and Linesville, | 10,000 | 10,000 | ..... | ..... | ..... |
| Mead Run, | ..... | ..... | ..... | 3,316 | ..... |
| Mercer Valley, | 448 | 111,492 | ..... | ..... | ..... |
| Midway and Oakdale, | 126 | 126 | 7,500 | ..... | 126 |
| Middletown and Hummelstown, | 104 | 9,480 | ..... | 622 | ..... |
| Mill Creek and Mine Hill, | 3,684 | 3,684 | 32,338 | 383 | ..... |
| Mine Hill and Schuylkill Haven, | 34,810 | 34,810 | 231,561 | 10,239 | ..... |
| Monongahela, | 72,597 | 478,947 | ..... | 109,751 | ..... |
| Monongahela Connecting, | 48,895 | 328,309 | ..... | 285,739 | ..... |
| Montour, | 9,711 | 127,040 | ..... | 6,727 | ..... |
| Montrose, | e 15,331 | 15,331 | ..... | ..... | 15,331 |
| Mount Carbon and Port Carbon, | 2,144 | 2,144 | 32,753 | 1,565 | ..... |
| Mount Jewett, Kinzua and Riterville, | 11,664 | 90,670 | ..... | ..... | 14,188 |
| Mount Penn Gravity, | 5,074 | 14,385 | ..... | 364 | ..... |
| Mt. Pleasant and Latrobe, | ..... | 3,036 | ..... | ..... | ..... |
| Neversink Mountain, | 4,903 | 12,820 | ..... | ..... | 1,692 |

TABLE K—EXPENSES DURING THE YEAR—Continued.

| Name of Company | Other expenses, as per deductions from income. | Total expenditures for the year. | Total amount of dividends paid during the year. | Surplus from operations of the year ending June 30, 1905, after deducting dividends. | Deficit from operations of June 30, 1905, after deducting dividends. |
|---|---|---|---|---|---|
| New Castle and Beaver Valley, | 80,276 | 80,276 | 84,000 | 33,205 | ..... |
| New Castle and Butler, | ..... | 9,547 | ..... | ..... | 3,209 |
| New Castle and Lowell, | 28,767 | 52,706 | ..... | 1,896 | ..... |
| New Haven and Dunbar, | ..... | 53,432 | ..... | ..... | 13,238 |
| Newport and Sherman's Valley, | 19,351 | 47,295 | ..... | 3,368 | ..... |
| New York Central and Hudson River, | 22,078,955 | 79,197,242 | 6,612,500 | 1,491,193 | ..... |
| New York, Chicago and St. Louis, | 1,211,204 | 8,161,327 | 580,000 | ..... | 64,657 |
| New York, Ontario and Western, | 1,363,928 | 6,307,427 | 871,556 | 409,511 | ..... |
| New York and Pennsylvania, | 22,099 | 96,199 | 11,400 | 6 | ..... |
| New York, Susquehanna and Western, | 915,282 | 2,298,406 | ..... | ..... | 22,687 |
| Nittany Valley, | 4,576 | 10,324 | ..... | ..... | 963 |
| Norristown Junction, | 2,173 | 2,173 | ..... | 355 | ..... |
| Norristown and Main Line Connecting, | 11,200 | 11,200 | 2,000 | ..... | ..... |
| Northern Central, | 1,710,869 | 9,946,540 | 1,375,468 | 113,378 | ..... |
| Northern Liberties, | 25,934 | 65,092 | 12,000 | 2,143 | ..... |
| North Bend and Kettle Creek, o, | ..... | 4,544 | ..... | ..... | 4,208 |
| North Pennsylvania, | 292,532 | 292,532 | 383,968 | ..... | ..... |
| North East Pennsylvania, | 26,315 | 123,138 | ..... | 27,339 | ..... |
| Northampton and Bath, | 49 | 82,199 | ..... | 9,563 | ..... |
| Ohio Connecting, | 145,000 | 145,000 | 100,000 | ..... | 3,726 |
| Ohio River Junction, | ..... | 10,695 | ..... | ..... | 1,323 |
| Oley Valley, | 13,017 | 29,801 | 7,000 | ..... | 24 |
| Oleona and Germania, | ..... | 16,457 | ..... | ..... | ..... |
| Ontario, Carbondale and Scranton, | 77,267 | 77,267 | ..... | 55,932 | ..... |
| Pencoyd and Philadelphia, | 180 | 37,738 | ..... | 943 | ..... |

| | | | | | |
|---|---|---|---|---|---|
| Pennsylvania, | 28,862,225 | 114,718,951 | 18,077,106 | 964,655 | ..... |
| Pennsylvania Company, | 15,885,369 | 42,117,749 | 2,000,000 | 1,891,870 | ..... |
| Pennsylvania and New York Canal and Railroad, | 520,368 | 520,368 | ..... | ..... | ..... |
| Pennsylvania Western and Ohio River Connecting, | ..... | 5,541 | ..... | 1,180 | ..... |
| People's, | 1,805 | 7,663 | 7,500 | 3,669 | ..... |
| Perkiomen, | 141,221 | 342,771 | 105,000 | 63,142 | ..... |
| Philadelphia, Baltimore and Washington, | 3,223,145 | 13,658,495 | 939,654 | 299,390 | ..... |
| Philadelphia and Baltimore Central, | 168,396 | 168,396 | ..... | ..... | 2,848 |
| Philadelphia Belt Line, | 450 | 7,283 | 1,000 | ..... | ..... |
| Philadelphia and Chester Valley, | 15,565 | 67,479 | ..... | 10,831 | ..... |
| Philadelphia and Delaware County, | 9,704 | 9,704 | ..... | ..... | 3,369 |
| Philadelphia and Erie, | 1,777,288 | 1,777,288 | 726,950 | ..... | 149,776 |
| Philadelphia and Frankford, | 20,000 | 20,000 | ..... | 21,423 | ..... |
| Philadelphia, Germantown and Norristown, | 7,186 | 7,186 | 269,628 | 1,376 | ..... |
| Philadelphia, Harrisburg and Pittsburg, | 118,944 | 118,944 | 100,000 | ..... | ..... |
| Philadelphia, Newtown and New York, | 141,439 | 240,845 | ..... | ..... | 106,674 |
| Philadelphia and Reading, | 10,696,642 | 30,176,992 | 4,000,000 | 3,359,162 | ..... |
| Philadelphia and Reading Terminal, | 450,431 | 450,431 | ..... | ..... | ..... |
| Philadelphia and Trenton, | 9,860 | 9,860 | 49,410 | ..... | ..... |
| Pickering Valley, | 23,546 | 49,381 | ..... | ..... | 25,966 |
| Pine Creek, | 210,000 | 210,000 | 35,000 | ..... | ..... |
| Pittsburg, Allegheny and McKees Rocks, | 10,020 | 65,676 | ..... | 21,195 | ..... |
| Pittsburg and Allegheny River, | ..... | 13,644 | ..... | ..... | ..... |
| Pittsburg, Bessemer and Lake Erie, | 840,509 | 840,509 | 420,000 | ..... | ..... |
| Pittsburg and Castle Shannon, | 12,000 | 112,455 | ..... | ..... | 12,017 |
| Pittsburg, Chartiers and Youghiogheny, | 52,520 | 233,046 | ..... | 40,201 | ..... |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 6,684,349 | 27,803,180 | 1,841,512 | 203,169 | ..... |
| Pittsburg, Fort Wayne and Chicago, | 484,710 | 484,710 | 3,550,203 | 193,653 | ..... |
| Pittsburg, Johnstown, Ebensburg and Eastern, | ..... | 42,949 | ..... | 10,376 | ..... |
| Pittsburg and Lake Erie, | 1,148,400 | 10,073,283 | 1,000,000 | 511,466 | ..... |
| Pittsburg, Lisbon and Western, | 44,751 | 112,697 | ..... | ..... | 38,177 |
| Pittsburg, McKeesport and Youghiogheny, | 279,872 | 279,872 | 237,579 | ..... | ..... |
| Pittsburg and Moon Run, | 7,050 | 42,385 | ..... | 16,867 | ..... |
| Pittsburg and Ohio Valley, | 12,944 | 50,933 | ..... | 9,876 | ..... |
| Pittsburg, Shawmut and Northern, | 293,338 | 1,170,957 | ..... | ..... | 238,922 |
| Pittsburg, Summerville and Clarion, | 169 | 9,721 | ..... | 930 | ..... |
| Pittsburg, Virginia and Charleston,‡ | 907,527 | 907,527 | ..... | ..... | ..... |
| Pittsburg, Youngstown and Ashtabula, | 1,389,600 | 1,389,600 | 212,048 | ..... | 206,159 |
| Pomeroy and Newark, | c 22,054 | 22,054 | ..... | ..... | 22,042 |
| Portland and Northern, | 509 | 13,758 | ..... | 4,095 | ..... |
| Quakertown and Eastern, | 9,330 | 27,178 | ..... | ..... | 2,813 |
| Reading Belt, | 35,849 | 35,849 | 30,000 | ..... | ..... |
| Reading and Columbia, | 122,581 | 324,232 | ..... | 9,359 | ..... |

TABLE K—EXPENSES DURING THE YEAR—Continued.

| Name of Company. | Other expenses, as per deductions from income. | Total expenditures for the year. | Total amount of dividends paid during the year. | Surplus from operations of the year ending June 30, 1905, after deducting dividends. | Deficit from operations of June 30, 1905, after deducting dividends. |
|---|---|---|---|---|---|
| Reynoldsville and Falls Creek, | 11,400 | 115,084 | 100,000 | ..... | 27,567 |
| Ridgway and Clearfield, | 25,882 | 25,882 | 29,460 | ..... | ..... |
| Rodgers, | 360 | 2,021 | ..... | 94 | ..... |
| Rupert and Bloomsburg, | 494 | 10,192 | ..... | 9,550 | ..... |
| Schuylkill and Lehigh, | 26,114 | 26,114 | 3,000 | ..... | ..... |
| Schuylkill and Lehigh Valley, | 100,000 | 100,000 | ..... | ..... | ..... |
| Schuylkill Valley Navigation, | 2,754 | 2,754 | 28,803 | 274 | ..... |
| Scootac, | ..... | 5,092 | ..... | 2,328 | ..... |
| Scottdale Connecting, | 105 | 17,286 | ..... | 1,039 | ..... |
| Scranton, Dunmore and Moosic Lake, | 581 | 18,852 | ..... | ..... | 5,394 |
| Scranton and Spring Brook, | ..... | 310 | ..... | ..... | 310 |
| Shamokin, Sunbury and Lewisburg, | 127,831 | 127,831 | 120,000 | ..... | ..... |
| Shamokin Valley and Pottsville, | 85,934 | 85,934 | 52,167 | 312 | ..... |
| Sharon, | 23,875 | 23,875 | 46,589 | 387 | ..... |
| Sharpsville, | 5,669 | 42,686 | ..... | 7,878 | ..... |
| Sheffield and Tionesta, | 894 | 38,034 | ..... | 29,923 | ..... |
| Shinglehouse, | ..... | ..... | ..... | 3,000 | ..... |
| Slack Water Connecting, | 50 | 50 | ..... | 600 | ..... |
| Slate Run, | 359 | 50,973 | ..... | ..... | 4,746 |
| Smethport, | 61 | 61 | ..... | 1,059 | ..... |
| Southern Pennsylvania Railway and Mining Co., | 44,077 | 44,077 | ..... | ..... | 43,769 |
| South Shore, | ..... | 24,947 | ..... | ..... | 3,518 |
| Southwest Connecting, | ..... | 3,462 | ..... | 77 | ..... |
| Southwest Pennsylvania, | 130,054 | 130,054 | 149,990 | 476,800 | ..... |
| State Line and Sullivan, | 18,309 | 18,309 | 9,316 | 43,507 | ..... |
| St. Clair Terminal, | 59,068 | 194,459 | ..... | 25,346 | ..... |

| | | | | | |
|---|---|---|---|---|---|
| St. Mary's and Western, | 244 | 15,706 | ..... | 2,137 | ..... |
| Stewartstown, | 6,860 | 17,892 | 2,800 | ..... | 3,081 |
| Stony Creek, | 26,480 | 58,959 | ..... | 7,142 | ..... |
| Susquehanna and Buffalo, | ..... | 11,214 | ..... | ..... | 8,372 |
| Susquehanna, Bloomsburg and Berwick, | 49,394 | 134,289 | ..... | 24,576 | ..... |
| Susquehanna Connecting, | 7,250 | 7,250 | ..... | ..... | ..... |
| Susquehanna and New York, | 32,899 | 184,712 | 24,242 | 59,386 | ..... |
| Susquehanna River Western, | 10,500 | 20,191 | ..... | ..... | 5,112 |
| Tamaqua, Hazleton and Northern, | 21,395 | 33,304 | ..... | 8,556 | ..... |
| Tionesta Valley, | 8,150 | 112,788 | 50,000 | 44,213 | ..... |
| Tipton, | 4 | 4 | ..... | 556 | ..... |
| Tuscarora Valley, | 8,926 | 26,587 | ..... | 922 | ..... |
| Union, | 341,009 | 1,757,441 | 500,000 | 440,353 | ..... |
| Ursina and North Fork, | 175 | 11,844 | ..... | ..... | 9,407 |
| Valley, | 925 | 12,712 | ..... | 205 | ..... |
| Valley Connecting, | 167 | 15,405 | 600 | ..... | ..... |
| Wabash, Pittsburg Terminal, | 1,041,328 | 1,291,114 | ..... | ..... | 936,972 |
| Washington Run, | 1,375 | 24,593 | ..... | 31,998 | ..... |
| Waynesburg and Washington, | 10,141 | 128,858 | 12,033 | 4,930 | ..... |
| Westinghouse Inter-Works, | ..... | 6,476 | ..... | ..... | ..... |
| Western Allegheny, | 54,268 | 54,268 | ..... | 5,882 | ..... |
| Western Maryland, | 1,570,279 | 2,970,106 | ..... | ..... | 660,443 |
| Western New York and Pennsylvania, | 1,434,273 | 1,434,273 | ..... | ..... | 816,613 |
| Western Washington, | 463 | 463 | 9,000 | 38 | ..... |
| West Side Belt, | 150,001 | 304,427 | ..... | ..... | 64,339 |
| Wilkes-Barre and Eastern, | 233,839 | 579,035 | ..... | ..... | ..... |
| Wilkes-Barre and Hazleton, | 78,693 | 119,213 | ..... | 36,634 | ..... |
| Wilkes-Barre and Scranton, | 26,168 | 26,168 | 25,000 | ..... | ..... |
| Williamsport and North Branch, | 36,606 | 156,152 | ..... | 14,247 | ..... |
| Williams Valley, | 6,909 | 26,097 | ..... | ..... | 1,555 |
| Wilmington and Northern, | 48,816 | 48,816 | 52,500 | 253 | ..... |
| Winfield, | 1,078 | 20,921 | ..... | ..... | 509 |
| Wyoming and Pond Creek, | ..... | 2,019 | ..... | 89 | ..... |
| York, Hanover and Frederick, | d 32,008 | d 32,008 | ..... | ..... | 32,008 |
| York Haven and Rowenna, | 71 | 71 | ..... | 26,049 | ..... |
| Youghiogheny, Northern, | 2,564 | 2,564 | 54,000 | 2,569 | ..... |
| Total, | $177,734,064 | $608,968,572 | $72,703,735 | $34,214,435 | $3,774,269 |

TABLE K—EXPENSES DURING THE YEAR—Continued.

COMPARATIVE TABLE FOR FIVE YEARS.

| Name of Company. | Other expenses, as per deductions from income. | Total expenditures for the year. | Total amount of dividends paid during the year. | Surplus from operations of the year ending June 30, 1905, after deducting dividends. | Deficit from operations of June 30, 1905, after deducting dividends. |
|---|---|---|---|---|---|
| 1901, | $151,847,265 | $467,159,172 | $38,610,816 | $29,089,267 | $2,637,678 |
| 1902, | 168,143,826 | 514,100,934 | 50,362,063 | 26,345,057 | 3,516,427 |
| 1903, | 171,957,484 | 568,731,630 | 50,124,433 | 38,252,632 | 5,348,199 |
| 1904, | 186,610,551 | 605,263,632 | 59,318,906 | 31,097,692 | 10,698,670 |
| 1905, | 177,734,064 | 608,968,572 | 72,703,735 | 34,214,435 | 3,774,269 |

*Operating report.
†Financial report.
‡See foot note "o," Table D.
a This includes $4,306.90, deficit from operating.
b This includes $3,359.03, deficit from operating.
c This includes $20,608.84, deficit from operating.
d This includes $16,325.67, deficit from operating.
e Deficit from operating.

TABLE L—ACCIDENTS.

| Name of Company. | Passengers. | | Employes. | | Others. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Allegheny and South Side, | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 |
| Baltimore and Ohio, | 11 | 275 | 130 | 1,605 | 215 | 195 | 356 | 2,075 |
| Bangor and Portland, | ..... | 1 | ..... | 1 | ..... | 1 | ..... | 3 |
| Bessemer and Lake Erie, | ..... | 9 | 7 | 409 | 6 | 15 | 13 | 433 |
| Buffalo, Rochester and Pittsburg, | 1 | 8 | 23 | 409 | 26 | 30 | 50 | 447 |
| Buffalo and Susquehanna, | ..... | 15 | 6 | 37 | 1 | ..... | 7 | 52 |
| Central Railroad of New Jersey, | 6 | 110 | 23 | 216 | 91 | 108 | 120 | 434 |
| Chester and Delaware River, | ..... | ..... | ..... | ..... | 1 | 1 | 1 | 1 |
| Cornwall, | ..... | ..... | 1 | 1 | 1 | ..... | 2 | 1 |
| Cornwall and Lebanon, | ..... | ..... | ..... | 3 | ..... | ..... | ..... | 3 |
| Cumberland Valley, | ..... | 2 | 1 | 69 | 2 | 1 | 3 | 72 |
| Delaware and Hudson, | ..... | 28 | 21 | 147 | ..... | ..... | 21 | 175 |
| Delaware, Lackawanna and Western, | ..... | 55 | 34 | 276 | 77 | 86 | 111 | 417 |
| Delaware Valley, | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Dunkirk, Allegheny Valley and Pittsburg, | ..... | ..... | ..... | 6 | ..... | ..... | ..... | 6 |
| East Broad Top, | 1 | 2 | ..... | 2 | ..... | ..... | 1 | 4 |
| Elk and Highlands, | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 |
| Erie, | 19 | 222 | 79 | 2,083 | 116 | 215 | 214 | 2,520 |
| Gettysburg and Harrisburg, | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 |
| Huntingdon and Broad Top Mountain, | ..... | ..... | ..... | 9 | 2 | ..... | 2 | 9 |
| Ironton, | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 |
| Lackawanna and Wyoming Valley, | ..... | 27 | 2 | 3 | 4 | 3 | 6 | 33 |
| Lake Shore and Michigan Southern, | 15 | 229 | 60 | 1,617 | 151 | 167 | 226 | 2,013 |
| Lehigh and New England, | ..... | ..... | ..... | 5 | ..... | ..... | ..... | 5 |
| Lehigh Valley, | ..... | 102 | 40 | 933 | 45 | 118 | 85 | 1,153 |
| Monongahela, | ..... | ..... | 3 | 4 | ..... | ..... | 3 | 4 |
| Monongahela Connecting, | ..... | ..... | ..... | 48 | 2 | 4 | 2 | 52 |
| Mount Jewett, Kinzua and Riterville, | ..... | ..... | 1 | 1 | ..... | ..... | 1 | 1 |
| Neversink Mountain, | ..... | ..... | ..... | 2 | ..... | ..... | ..... | 2 |

TABLE L—ACCIDENTS—Continued.

| Name of Company. | Passengers. | | Employes. | | Others. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| New Castle and Lowell, | ..... | ..... | ..... | 2 | 1 | ..... | 1 | 2 |
| New York Central and Hudson River, | 15 | 317 | 153 | 1,410 | 303 | 139 | 471 | 1,866 |
| New York, Chicago and St. Louis, | ..... | 25 | 11 | 322 | ..... | 2 | 11 | 349 |
| New York, Ontario and Western, | ..... | 4 | 9 | 45 | 19 | 16 | 28 | 65 |
| New York, Susquehanna and Western, | ..... | 1 | 3 | 22 | ..... | ..... | 3 | 23 |
| Northern Central, | 1 | 81 | 18 | 331 | 32 | 51 | 51 | 463 |
| North East Pennsylvania, | ..... | 3 | ..... | 2 | ..... | 2 | ..... | 7 |
| Oley Valley, | ..... | ..... | ..... | 1 | ..... | ..... | ..... | 1 |
| Pennsylvania, | 30 | 865 | 265 | 2,751 | 488 | 532 | 783 | 4,148 |
| Pennsylvania Company, | 10 | 242 | 94 | 983 | 154 | 162 | 258 | 1,387 |
| Perkiomen, | ..... | ..... | 2 | 7 | ..... | 4 | 2 | 11 |
| Philadelphia, Baltimore and Washington, | 5 | 83 | 26 | 181 | 74 | 88 | 105 | 352 |
| Philadelphia, Newtown and New York, | ..... | 6 | ..... | 5 | ..... | ..... | ..... | 11 |
| Philadelphia and Reading, | 6 | 153 | 72 | 1,361 | 125 | 195 | 203 | 1,709 |
| Pittsburg, Chartiers and Youghiogheny, | ..... | ..... | ..... | 5 | 2 | 3 | 2 | 8 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 3 | 75 | 70 | 1,072 | 116 | 145 | 189 | 1,292 |
| Pittsburg and Lake Erie, | ..... | 12 | 5 | 214 | 47 | 56 | 52 | 282 |
| Pittsburg, Lisbon and Western, | ..... | ..... | 1 | ..... | 2 | ..... | 3 | ..... |
| Pittsburg and Ohio Valley, | ..... | ..... | 1 | ..... | ..... | ..... | 1 | ..... |
| Pittsburg, Shawmut and Northern, | ..... | 1 | 1 | 20 | 12 | 3 | 13 | 24 |
| Pittsburg, Summerville and Clarion, | ..... | 1 | ..... | ..... | ..... | ..... | ..... | 1 |
| Reading and Columbia, | ..... | ..... | 3 | 2 | ..... | ..... | 3 | 2 |
| Reynoldsville and Falls Creek, | ..... | ..... | ..... | ..... | 1 | ..... | 1 | ..... |
| St. Clair Terminal, | ..... | ..... | 2 | 9 | ..... | ..... | 2 | 9 |
| Stony Creek, | ..... | ..... | ..... | 1 | ..... | 1 | ..... | 2 |
| Susquehanna, Bloomsburg and Berwick, | ..... | ..... | ..... | 2 | ..... | ..... | ..... | 2 |
| Tionesta Valley, | ..... | ..... | ..... | ..... | 1 | 1 | 1 | 1 |
| Union, | ..... | ..... | 7 | 21 | ..... | 1 | 7 | 22 |
| Wabash-Pittsburg Terminal, | ..... | 2 | 6 | 27 | 3 | 4 | 9 | 33 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Washington Run, | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 |
| Waynesburg and Washington, | ..... | ..... | ..... | ..... | ..... | 1 | ..... | 1 |
| Western Maryland, | ..... | 10 | 28 | 45 | 7 | 5 | 35 | 60 |
| West Side Belt, | ..... | ..... | 2 | 2 | ..... | ..... | 2 | 2 |
| Wilkes-Barre and Eastern, | ..... | ..... | ..... | 3 | ..... | ..... | ..... | 3 |
| Wilkes-Barre and Hazelton, | ..... | 16 | ..... | ..... | ..... | ..... | ..... | 16 |
| Total, | 123 | 2,983 | 1,210 | 16,735 | 2,127 | 2,357 | 3,460 | 22,075 |

## COMPARATIVE TABLE FOR FIVE YEARS.

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1901, | 86 | 1,780 | 987 | 15,456 | 2,007 | 2,601 | 3,080 | 19,837 |
| 1902, | 72 | 2,392 | 1,137 | 17,571 | 2,064 | 2,817 | 3,273 | 22,780 |
| 1903, | 98 | 2,713 | 1,323 | 14,059 | 2,298 | 2,716 | 3,719 | 19,488 |
| 1904, | 124 | 2,798 | 1,274 | 15,578 | 2,222 | 2,540 | 3,620 | 20,916 |
| 1905, | 123 | 2,983 | 1,210 | 16,735 | 2,127 | 2,357 | 3,460 | 22,075 |

COMPARATIVE STATEMENT OF RAILWAY CAPITAL FOR FIVE YEARS, NOT INCLUDING CURRENT LIABILITIES.

| Name of Company. | 1900-1 | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Allegheny Junction, | $5,000 | $5,000 | $5,000 | $5,000 | $5,000 |
| Allegheny and South Side, | ..... | ..... | ..... | ..... | 50,000 |
| Allegheny Terminal, | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |
| Allegheny Valley, | 44,413,598 | 44,313,598 | 44,413,598 | 44,813,598 | 45,067,598 |
| Allegheny and Western, | 4,850,000 | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 |
| Allentown, | 1,268,884 | 1,268,884 | 1,268,884 | 1,268,884 | 1,268 884 |
| Allentown Terminal, | 900,000 | 900,000 | 900,000 | 900,000 | 900,000 |
| Altoona and Beech Creek, | 99,600 | 99,600 | 99,600 | 99,600 | 99,600 |
| Arnot and Pine Creek, | 255,000 | 255,000 | 255,000 | 255,000 | 255,000 |
| Bald Eagle Valley, | 1,851,000 | 1,847,000 | 1,843,000 | 1,839,000 | 1,835,000 |
| Baltimore and Cumberland Valley, | 149,500 | 149,500 | 149,500 | 149,500 | 149,500 |
| Baltimore and Cumberland Valley Extension, | 500,000 | 620,600 | 620,600 | 620,600 | 620,600 |
| Baltimore and Harrisburg, | 1,410,000 | 1,410,000 | 1,410,000 | 1,410,000 | 1,410,000 |
| Baltimore and Harrisburg, Eastern Extension, | 175,000 | 563,750 | 563,750 | 563,750 | 563,750 |
| Baltimore and Harrisburg, Western Extension, | 480,000 | 480,000 | 480,000 | 480,000 | 480,000 |
| Baltimore and Ohio, | 305,371,797 | 360,292,437 | 414,933,117 | 421,222,342 | 428,221,954 |
| Baltimore and Philadelphia, | 9,840,000 | 9,836,850 | 9,836,850 | 9,840,000 | 9,840,000 |
| Bangor and Portland, | 890,000 | 890,000 | 830,000 | 830,000 | 830,000 |
| Barclay, | 1,076,000 | ..... | ..... | ..... | ..... |
| Bare Rock, | 19,900 | 19,000 | 19,000 | 19,000 | 19,900 |
| Beaver and Elwood, | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 |
| Beaver Valley, | ..... | ..... | ..... | 72,720 | 99,600 |
| Bedford and Bridgeport, | 2,300,000 | 2,300,000 | 2,300,000 | 2,300,000 | 2,300,000 |
| Bedford and Hollidaysburg, | ..... | ..... | ..... | 200,000 | 200,000 |
| Beech Creek, | 11,165,000 | 11,165,000 | 12,000,000 | 12,000,000 | 12,000,000 |
| Beech Creek Extension, | ..... | 8,000,000 | 8,000,000 | 8,000,000 | 9,192,219 |
| Bellefonte Central, | 537,000 | 548,000 | 548,000 | 548,000 | 548,000 |
| Bells Run, | ..... | ..... | ..... | 22,200 | 22,200 |
| Belvidere-Delaware, | 4,002,000 | 4,002,000 | 4,002,000 | 4,002,000 | 4,002,000 |
| Berlin, | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| Berlin Branch, | 91,042 | 91,042 | ..... | ..... | ..... |
| Bessemer and Lake Erie, | 100,000 | 1,500,000 | 1,870,000 | 1,870,000 | 1,895,000 |
| Big Level and Kinzua, | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 |

| | | | | | |
|---|---|---|---|---|---|
| Bloom Run, | ..... | ..... | 40,000 | 40,000 | 40,000 |
| Bloomsburg and Sullivan, | 1,191,800 | 1,188,400 | 1,184,500 | 1,180,500 | 1,175,500 |
| Bradford, Bordell and Kinzua, | 498,000 | 498,000 | 498,000 | ..... | ..... |
| Bradford and Western Pennsylvania, | 36,000 | 36,000 | 36,000 | 36,000 | 36,000 |
| Brock, | ..... | ..... | ..... | 20,000 | 20,000 |
| Brockport and Shawmut, | 22,500 | 22,500 | 22,500 | 22,500 | 22,500 |
| Brookville, | 71,450 | 71,450 | 71,450 | 71,450 | 71,450 |
| Brownstone and Middletown, | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| Buffalo, Bradford and Kane, | ..... | ..... | ..... | 300,000 | 300,000 |
| Buffalo, Bradford and Pittsburg, | 2,886,400 | 2,866,400 | 2,866,400 | 2,866,400 | 2,866,400 |
| Buffalo, Rochester and Pittsburg, | 25,032,000 | 25,578,000 | 27,941,000 | 29,534,000 | 31,626,000 |
| Buffalo and Susquehanna, | 7,168,000 | 9,195,500 | 12,221,000 | 12,222,000 | 15,243,400 |
| Bustleton, | 100,000 | ..... | ..... | ..... | ..... |
| Cambria and Clearfield, | 2,579,550 | 2,579,550 | 1,579,550 | 9,361,962 | 9,371,913 |
| Cammal and Black Forest, | 75,000 | 75,000 | 103,000 | 75,000 | 75,000 |
| Catasauqua and Fogelsville, | 561,900 | 561,900 | 561,900 | 561,900 | 561,900 |
| Catawissa, | 6,574,500 | 6,574,500 | 6,574,500 | 6,574,500 | 6,574,500 |
| Central Pennsylvania and Western, | 6,240,650 | 6,240,650 | 6,240,650 | ..... | ..... |
| Central Railroad of New Jersey, | 73,916,800 | 73,746,800 | 75,826,800 | 78,556,800 | 77,786,800 |
| Central Railroad of Pennsylvania, | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 |
| Central Trunk, | 12,500 | 12,500 | 12,500 | 12,500 | 12,500 |
| Central Valley, | ..... | ..... | ..... | 1,500,000 | 1,500,000 |
| Chartiers, | 1,145,300 | 1,145,300 | 1,270,300 | 1,270,300 | 1,270,300 |
| Cherry Tree and Dixonville, | ..... | ..... | ..... | ..... | 800,000 |
| Chester Creek, | 457,100 | 457,100 | 457,100 | 457,100 | 457,100 |
| Chester and Delaware River, | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 |
| Chestnut Hill, | 120,650 | 120,650 | 195,650 | 195,650 | 195,650 |
| Chestnut Ridge, | ..... | 150,000 | 150,000 | 151,403 | 170,000 |
| Cheswick and Harmer, | ..... | ..... | ..... | 50,000 | 50,000 |
| Clarion River, | 120,000 | 120,000 | 120,000 | 120,000 | 120,000 |
| Clearfield and Mahoning, | 1,400,000 | 1,400,000 | 1,400,000 | 1,400,000 | 1,400,000 |
| Clearfield Southern, | 336,000 | 336,000 | 336,000 | 408,000 | ..... |
| Cleveland and Pittsburg, | 20,075,550 | 20,960,593 | 21,180,593 | 21,180,593 | 25,290,693 |
| Coal Glen, | ..... | ..... | ..... | ..... | 1,000 |
| Colebrookdale, | 897,215 | 897,215 | 897,215 | 897,215 | 897,215 |
| Columbia and Port Deposit, | 2,800,000 | 2,800,000 | 2,800,000 | 2,800,000 | 2,800,000 |
| Confluence and Oakland, | 320,000 | 320,000 | 320,000 | 320,000 | 320,000 |
| Connecting, | 2,269,300 | 5,604,650 | 5,604,650 | 5,604,650 | 5,604,650 |
| Connellsville and Monongahela, | ..... | ..... | ..... | ..... | 200,000 |
| Cornwall, | 400,000 | 400,000 | 800,000 | 800,000 | 800,000 |
| Cornwall and Lebanon, | 1,566,400 | 1,566,400 | 1,566,400 | 1,564,900 | 1,564,900 |
| Coudersport and Port Allegheny, | 545,000 | 545,000 | 545,000 | 545,000 | 545,000 |
| Creson and Irvona, | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | ..... |

COMPARATIVE STATEMENT OF RAILWAY CAPITAL FOR FIVE YEARS, NOT INCLUDING CURRENT LIABILITIES.
—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Cumberland Valley, | 2,012,350 | 2,011,350 | 2,011,350 | 1,890,350 | 2,322,850 |
| Cumberland Valley and Waynesboro, | 125,000 | 125,000 | 125,000 | 125,000 | 125,000 |
| Dahoga and Highland, | ..... | 30,000 | ..... | ..... | ..... |
| Delaware and Hudson, | 42,293,200 | 43,345,700 | 43,407,100 | 50,273,600 | 49,740,000 |
| Delaware, Lackawanna and Western, | 29,267,000 | 29,267,000 | 29,267,000 | 29,267,000 | 29,267,000 |
| Delaware River Railroad and Bridge Co. | 2,600,000 | 2,600,000 | 2,600,000 | 2,600,000 | 2,600,000 |
| Delaware River and Union, | ..... | ..... | ..... | 8,000 | 8,000 |
| Delaware, Susquehanna and Schuylkill, | 2,050,000 | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 |
| Delaware Valley, | ..... | 422,500 | 420,500 | 289,000 | 289,000 |
| Dents Run, | ..... | ..... | ..... | 51,200 | 51,200 |
| Dillsburg and Mechanicsburg, | 189,800 | 189,800 | 189,800 | 189,800 | 189,800 |
| Donora Southern, | ..... | ..... | 40,000 | 40,000 | 40,000 |
| Downingtown and Lancaster, | 705,650 | 705,650 | 405,650 | ..... | ..... |
| Dunkirk, Allegheny Valley and Pittsburg, | 4,200,000 | 4,200,000 | 4,200,000 | 4,200,000 | 4,200,000 |
| East Berlin, | ..... | ..... | ..... | 50,000 | 50,000 |
| Eaglesmere, | 133,500 | 133,500 | 133,500 | 150,000 | 150,000 |
| East Broad Top, | 1,357,990 | 1,357,990 | 1,357,989 | 1,358,089 | 1,357,990 |
| East Mahonoy, | 497,750 | 497,750 | 497,750 | 497,750 | 497,750 |
| East Pennsylvania, | 2,225,450 | 2,225,450 | 2,225,450 | 2,225,450 | 2,225,450 |
| Easton and Northern, | 351,000 | 351,000 | 351,000 | 351,000 | 600,000 |
| Ebensburg and Black Lick, | 510,000 | 540,000 | 750,000 | 360,000 | ..... |
| Eddystone and Delaware River, | 32,500 | 32,500 | 32,500 | 32,500 | 32,500 |
| Elk and Highlands, | 58,000 | 68,000 | 66,640 | 62,639 | 59,500 |
| Elmira and Williamsport, | 2,533,000 | 2,533,000 | 2,533,000 | 2,533,000 | 2,533,000 |
| Ellwood Connecting, | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 |
| Ellwood Short Line, | 540,000 | 600,000 | 600,000 | 600,000 | 600,000 |
| Emporium and Rich Valley, | 85,000 | 85,000 | 85,000 | 85,000 | 85,000 |
| Engleside, | 30,000 | ..... | ..... | ..... | ..... |
| Erie, | 346,134,115 | 350,694,355 | 352,192,326 | 355,515,496 | 364,433,409 |
| Erie and Pittsburg, | 5,758,000 | 5,918,000 | 6,287,000 | 6,287,000 | 6,970,300 |
| Erie and Wyoming Valley, | 4,500,000 | 1,500,000 | 1,500,000 | 1,500,000 | 1,500,000 |

| | | | | | |
|---|---|---|---|---|---|
| Etna and Montrose, | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 |
| Fair Hill, | 333,000 | ..... | ..... | ..... | ..... |
| Fairmount, Morgantown and Pittsburg, | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 |
| Fall Brook, | 5,000,000 | 5,000,000 | 5,000,000 | 5,000,000 | 5,100,539 |
| Fayette County, | 107,400 | 107,400 | 107,400 | 107,400 | 107,400 |
| Gettysburg and Harrisburg, | 1,165,000 | 1,165,000 | 1,165,000 | 1,165,000 | 1,219,594 |
| Glenwood, | 20,000 | 20,000 | 20,000 | 20,000 | 629,916 |
| Hanover and Newport, | 50,000 | 50,000 | 50,000 | 50,000 | 454,861 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 1,882,550 | 1,882,550 | 1,882,550 | 1,882,550 | 1,882,550 |
| Hooverhurst and Southwestern, | ..... | ..... | ..... | 214,159 | 150,000 |
| Hunter's Run and Slate Belt, | 59,600 | 59,600 | 59,600 | 59,600 | 59,600 |
| Huntingdon and Broad Top Mountain, | 6,381,250 | 6,284,250 | 6,187,250 | 6,090,250 | 5,993,250 |
| Ironton, | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 |
| Jamestown and Franklin, | 1,405,243 | 1,405,243 | 1,405,243 | 1,405,243 | 1,405,243 |
| Jefferson, | 5,195,450 | 5,195,450 | 5,195,450 | 5,195,450 | 5,195,450 |
| Jersey Shore and Antes Fort, | ..... | ..... | ..... | ..... | 48,082 |
| Johnsonburg, | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| Johnsonburg and Bradford, | 840,000 | 840,000 | 840,000 | 840,000 | 840,000 |
| Johnstown and Stony Creek, | 91,500 | 91,500 | 95,410 | 91,500 | 97,970 |
| Junction, | 975,000 | 975,000 | 975,000 | 975,000 | 975,000 |
| Kane and Elk, | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 |
| Keating and Smethport, | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Kensington and Tacony, | 355,900 | ..... | ..... | ..... | ..... |
| Kersey, | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |
| Ketner and Kay Fork, | ..... | 52,000 | 30,000 | 52,000 | 52,000 |
| Kinzua Hemlock, | 112,100 | 112,000 | 112,000 | 112,100 | 112,100 |
| Kinzua and Tiona, | 55,000 | 55,000 | 55,000 | 55,000 | 55,000 |
| Kinzua Valley, | 105,000 | 105,000 | 105,000 | 105,000 | 105,000 |
| Kishacoquillas Valley, | 91,925 | 91,925 | 91,925 | 91,925 | 91,925 |
| Kushequa, | 110,700 | 150,000 | 150,000 | 150,000 | 150,000 |
| Lackawanna and Montrose, | 130,500 | 130,500 | 130,500 | 130,500 | 130,500 |
| Lackawanna and Wyoming Valley, | ..... | ..... | 2,200,000 | 600,000 | 600,000 |
| Lake Shore and Michigan Southern, | 100,741,000 | 101,255,000 | 101,266,000 | 141,324,000 | 148,824,000 |
| Lancaster, Oxford and Southern, | 119,686 | 119,686 | 119,686 | 119,686 | 119,685 |
| Lancaster and Quarryville, | ..... | ..... | ..... | 350,000 | 350,000 |
| Lancaster and Reading, | 350,000 | 350,000 | 350,000 | ..... | ..... |
| Leetonia, | 64,500 | 64,500 | 100,000 | 150,000 | 150,000 |
| Lehigh and Lackawanna, | 970,500 | 970,500 | 970,500 | 970,500 | ..... |
| Lehigh and New England, | 1,501,000 | 1,501,000 | 1,699,000 | 2,630,000 | 3,380,000 |
| Lehigh and Susquehanna, | 15,559,295 | 15,661,756 | 15,800,000 | 15,878,755 | 15,965,563 |
| Lehigh Valley, | 87,416,100 | 87,900,100 | 97,555,500 | 97,267,100 | 98,984,100 |
| Lewisburg and Buffalo Valley, | 48,500 | 48,500 | 48,500 | 48,500 | 30,000 |
| Lewisburg and Tyrone, | 1,494,175 | 1,494,171 | 1,494,175 | 1,494,175 | 1,494,175 |

COMPARATIVE STATEMENT OF RAILWAY CAPITAL FOR FIVE YEARS, NOT INCLUDING CURRENT LIABILITIES.
—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Ligonier Valley, | 235,000 | 235,000 | 235,000 | ..... | 235,000 |
| Little Schuylkill Navigation, | 2,487,850 | 2,487,850 | 2,487,850 | 2,487,850 | 2,487,850 |
| Loyalsock, | 300,000 | 300,000 | 300,000 | 300,000 | 450,000 |
| Lykens Valley, | 600,000 | 600,000 | 600,000 | 600,000 | 600,000 |
| McKeesport Connecting, | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 |
| McKeesport Terminal, | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 |
| Mahoning State Line, | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Mahoning Valley, | 45,000 | 45,000 | 45,000 | 45,000 | 45,000 |
| Maryland and Pennsylvania, | 3,302,450 | 3,302,450 | 3,302,450 | 3,302,450 | 3,649,450 |
| Masontown and New Salem, | ..... | 80,000 | 80,000 | 80,000 | 80,000 |
| Meadville, Conneaut Lake and Linesville, | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| Mead Run, | 45,950 | 45,950 | 45,950 | 45,950 | 45,950 |
| Medix Run, | 70,200 | 70,200 | 70,200 | ..... | ..... |
| Mercer Valley, | ..... | 30,000 | 30,000 | 30,000 | 275,000 |
| Midway and Oakdale, | ..... | ..... | 42,000 | 42,000 | 42,000 |
| Middletown and Hummelstown, | 175,000 | 175,000 | 175,000 | 175,000 | 175,000 |
| Mill Creek and Mine Hill, | 323,375 | 323,375 | 323,375 | 323,375 | 323,375 |
| Millersburg, | 20,000 | 20,000 | 20,000 | ..... | ..... |
| Mine Hill and Schuylkill Haven, | 4,210,200 | 4,210,200 | 4,210,200 | 4,210,200 | 4,210,200 |
| Mohnsville and Adamstown, | 72,852 | 75,040 | 22,999 | ..... | ..... |
| Monongahela, | ..... | ..... | ..... | 2,700,000 | 2,856,000 |
| Monongahela Connecting, | 1,435,000 | 1,435,000 | 1,435,000 | 1,435,000 | 1,435,000 |
| Monongahela and Washington, | 110,000 | 550,000 | 550,000 | 550,000 | ..... |
| Mont Alto, | 235,000 | ..... | ..... | ..... | ..... |
| Montour, | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Montrose, | 304,900 | 307,427 | 307,427 | 407,427 | 407,427 |
| Moosic Mountain and Carbondale, | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |
| Mount Carbon and Port Carbon, | 282,350 | 282,350 | 282,350 | 282,350 | 282,350 |
| Mount Carmel and Natalie, | 350,000 | 350,000 | 350,000 | 350,000 | ..... |
| Mount Jewett, Kinzua and Riterville, | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Mount Penn Gravity, | 199,400 | 199,400 | 199,400 | 199,400 | 199,400 |
| Mount Pleasant and Broadford, | 150,450 | 150,450 | 150,450 | 150,450 | 150,450 |

| | | | | | |
|---|---|---|---|---|---|
| Mount Pleasant and Latrobe, | 13,000 | 13,000 | 13,000 | 13,000 | 13,000 |
| Nesquehoning Valley, | 1,418,600 | 1,418,600 | 1,418,600 | 1,418,600 | 1,418,600 |
| Neversink Mountain | 159,000 | 200,000 | 200,000 | 200,000 | 200,000 |
| New Castle and Beaver Valley, | 700,000 | 700,000 | 700,000 | 700,000 | 700,000 |
| New Castle and Butler, | 38,322 | 20,000 | 20,000 | 20,000 | 51,338 |
| New Castle and Lowell, | ..... | 1,100,000 | 1,100,000 | 1,100,000 | 1,100,000 |
| New Haven and Dunbar, | 8,000 | 8,000 | 8,000 | 8,000 | 8,000 |
| Newport and Sherman's Valley, | 321,468 | 321,468 | 321,468 | 321,468 | 321,468 |
| New York Central and Hudson River, | 308,772,941 | 325,691,256 | 327,030,546 | 332,372,736 | 362,664,845 |
| New York, Chicago and St. Louis, | 49,425,000 | 49,425,000 | 49,425,000 | 49,425,000 | 49,425,000 |
| New York, Lake Erie and Western Coal, | 3,500,000 | 3,500,000 | 3,500,000 | 3,500,000 | 3,500,000 |
| New York, Lackawanna and Western of Pennsylvania, | 12,000 | 12,000 | 12,000 | 12,000 | 12,000 |
| New York, Ontario and Western, | 75,537,983 | 75,510,983 | 75,912,983 | 76,796,909 | 78,831,983 |
| New York and Pennsylvania, | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,070,000 |
| New York, Susquehanna and Western, | 38,829,691 | 28,757,361 | 38,744,000 | 38,732,000 | 38,500,000 |
| Nittany Valley, | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |
| Norristown Junction, | 57,000 | 57,000 | 57,000 | 57,000 | 57,000 |
| Norristown and Main Line Connecting, | ..... | ..... | ..... | 300,000 | 300,000 |
| Northern Central, | 21,040,300 | 20,864,300 | 20,678,300 | 27,553,268 | 24,015,400 |
| Northern Liberties, | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 |
| North Bend and Kettle Creek, | 75,000 | 75,000 | 75,000 | 75,000 | 75,000 |
| North Pennsylvania, | 12,234,850 | 12,238,850 | 12,238,850 | 12,390,600 | 12,390,600 |
| North East Pennsylvania, | 800,000 | 800,000 | 800,000 | 800,000 | 800,000 |
| Northampton and Bath, | ..... | ..... | ..... | 7,000 | 7,000 |
| Nypano, | 48,000,000 | 48,000,000 | 48,000,000 | 48,000,000 | 48,000,000 |
| Ohio and Baltimore Short Line, | 790,000 | 790,000 | 790,000 | 790,000 | 790,000 |
| Ohio Connecting, | 720,000 | 839,000 | 2,000,000 | 4,000,000 | 4,000,000 |
| Ohio River Junction, | 250,000 | 250,000 | 250,000 | 250,000 | 202,070 |
| Olean, Oswayo and Easton, | 3,000,000 | ..... | ..... | ..... | ..... |
| Oley Valley, | ..... | 500,000 | 250,000 | 500,000 | 500,000 |
| Oleona, | ..... | 18,000 | ..... | 18,000 | 1,800 |
| Oleona and Germania, | ..... | ..... | ..... | ..... | 44,912 |
| Ontario, Carbondale and Scranton, | ..... | 3,000,000 | 3,000,000 | 3,000,000 | 3,000,000 |
| Pencoyd and Philadelphia, | ..... | 5,000 | 5,000 | 5,000 | 5,000 |
| Pennsylvania, | 289,701,835 | 290,745,141 | 410,315,340 | 412,298,265 | 499,045,748 |
| Pennsylvania Company, | 59,512,718 | 99,773,615 | 104,434,378 | 152,247,642 | 147,898,905 |
| Pennsylvania and New York Canal and Railroad, | 11,061,700 | 11,061,700 | 11,061,700 | 11,061,700 | 11,061,700 |
| Pennsylvania and Northwestern, | 4,497,000 | 4,497,000 | 4,497,000 | 4,497,000 | ..... |
| Pennsylvania Western and Ohio River Connecting, | ..... | ..... | 750 | 750 | 750 |
| People's, | 136,000 | 136,000 | 136,000 | 136,000 | 136,000 |
| Perkiomen, | 3,424,600 | 3,424,600 | 3,426,000 | 3,424,600 | 3,424,600 |
| Perry County, | 222,900 | 222,900 | 212,000 | ..... | ..... |
| Philadelphia, Baltimore and Washington, | ..... | ..... | 32,924,575 | 43,494,575 | 43,494,575 |

COMPARATIVE TABLE FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Philadelphia and Baltimore Central, | 4,699,191 | 4,699,189 | 4,699,189 | 4,699,189 | 4,699,184 |
| Philadelphia Belt Line, | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 |
| Philadelphia, Bustleton and Trenton, | 436,450 | ..... | ..... | ..... | ..... |
| Philadelphia and Chester Valley, | 1,135,610 | 1,135,610 | 1,135,610 | 1,135,610 | 1,135,610 |
| Philadelphia and Delaware County, | 534,750 | 534,750 | 534,750 | 534,750 | 534,750 |
| Philadelphia and Erie, | 30,208,000 | 30,208,000 | 30,208,000 | 30,208,000 | 30,208,000 |
| Philadelphia and Frankford, | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 |
| Philadelphia, Germantown and Chestnut Hill, | 2,526,000 | ..... | ..... | ..... | ..... |
| Philadelphia, Germantown and Norristown, | 2,246,900 | 2,246,900 | 2,246,900 | 2,246,900 | 2,246,900 |
| Philadelphia, Harrisburg and Pittsburg, | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 |
| Philadelphia, Newtown and New York, | 3,042,000 | 3,042,000 | 3,042,000 | 3,042,000 | 3,042,000 |
| Philadelphia and Reading, | 87,683,952 | 87,683,952 | 87,683,952 | 87,683,952 | 87,683,952 |
| Philadelphia and Reading Terminal, | 8,500.000 | 8,500,000 | 8,500,000 | 8,500,000 | 8,500,000 |
| Philadelphia and Trenton, | 1,259,100 | 1,259,100 | 1,259,100 | 1,259,100 | 1,259,100 |
| Philadelphia, Wilmington and Baltimore, | 16,749,350 | 16,749,350 | ..... | ..... | ..... |
| Pickering Valley, | 427,955 | 427,955 | 427,955 | 428,255 | 427,955 |
| Pine Creek, | 4,500,000 | 4,500,000 | 4,500,000 | 4,500,000 | 4,500,000 |
| Pittsburg, Allegheny and McKees Rocks, | 30,000 | ..... | 75,000 | 75,000 | 75,000 |
| Pittsburg and Allegheny River, | 30,000 | 30,000 | 30,000 | 30,000 | 30,000 |
| Pittsburg, Bessemer and Lake Erie, | 27,900,708 | 28,441,903 | 28,300,000 | 28,093,000 | 27,961,000 |
| Pittsburg and Castle Shannon, | 693,152 | 713,653 | 581,400 | 689,587 | 681,400 |
| Pittsburg, Chartiers and Youghiogheny, | 1,324,000 | 1,026,500 | 1,018,000 | 1,018,000 | 1,016,000 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 97,959,399 | 99,943,906 | 103,800,593 | 112,268,065 | 117,400,716 |
| Pittsburg and Connellsville, | 15,944,652 | 15,944,653 | 15,944,653 | 15,944,652 | 15,944,653 |
| Pittsburg and Eastern, | 395,000 | 395,000 | 395,000 | 704,219 | ..... |
| Pittsburg, Fort Wayne and Chicago, | 53,448,086 | 54,739,286 | 56,157,586 | 58,167,986 | 63,127,186 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 1,200,300 | 1,200,300 | 1,200,300 | 1,200,300 | 1,200,300 |
| Pittsburg Junction, | 3,680,000 | 3,680,000 | 3,680,000 | 3,680,000 | 3,680,000 |
| Pittsburg and Lake Erie, | 8,000,000 | 8,000,000 | 12,000,000 | 14,000,000 | 14,000,000 |
| Pittsburg, Lisbon and Western, | 300,000 | 300,000 | 5,988,000 | 5,988,000 | 5,988,000 |
| Pittsburg, McKeesport and Youghiogheny, | 7,709,650 | 7,709,650 | 7,809,650 | 7,809,650 | 7,809,650 |
| Pittsburg and Moon Run, | 200,000 | 200,000 | 100,000 | 200,000 | 200,000 |

| | | | | | |
|---|---|---|---|---|---|
| Pittsburg and Northern, | 150,000 | 150,000 | 150,000 | 211,441 | 150,000 |
| Pittsburg and Ohio Valley, | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 |
| Pittsburg, Shawmut and Northern, | 12,000,000 | 12,000,000 | 18,283,600 | 18,464,766 | 18,873,358 |
| Pittsburg, Summerville and Clarion, | ..... | ..... | ..... | ..... | 500,000 |
| Pittsburg, Virginia and Charleston, | 7,203,400 | 7,203,400 | 10,473,400 | 12,170,000 | 12,300,000 |
| Pittsburg and Western, | 28,072,847 | 27,300,000 | 27,300,000 | 27,300,000 | 27,300,000 |
| Pittsburg, Youngstown and Ashtabula, | 6,095,342 | 6,095,342 | 6,095,342 | 6,095,341 | 6,095,342 |
| Plymouth, | 12,050 | 12,050 | 12,050 | 12,050 | 12,050 |
| Pomeroy and Newark, | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 |
| Portland and Northern, | ..... | ..... | 10,250 | 10,250 | 41,000 |
| Quakertown and Eastern, | 360,000 | 360,000 | 360,000 | 360,000 | 360,000 |
| Quemahoning Branch, | ..... | ..... | 250,000 | 250,000 | 250,000 |
| Reading Belt, | ..... | ..... | 750,000 | 1,500,000 | 1,500,000 |
| Reading and Columbia, | 2,958,373 | 2,958,373 | 2,958,373 | 2,958,373 | 2,958,373 |
| Reading, Marietta and Hanover, | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 |
| Reynoldsville and Falls Creek, | 370,000 | 370,000 | 370,000 | 370,000 | 370,000 |
| Ridgway and Clearfield, | 982,000 | 982,000 | 982,000 | 982,000 | 982,000 |
| River Front, | 596,000 | 596,000 | 512,000 | ..... | ..... |
| Rochester, Beaver Falls and Western, | 75,000 | 75,000 | 75,000 | 75,000 | ..... |
| Rodgers, | ..... | ..... | 17,000 | 17,000 | 17,000 |
| Rupert and Bloomsburg, | 50,000 | 82,076 | 50,000 | 50,000 | 50,000 |
| Scalp Level, | 300,000 | ..... | ..... | ..... | ..... |
| Schuylkill and Juniata, | 21,704,000 | 20,204,000 | ..... | ..... | ..... |
| Salisbury, | 267,988 | 267,988 | 267,988 | 267,987 | 267,988 |
| Schuylkill and Lehigh, | 1,200,000 | 1,200,000 | 1,200,000 | 1,200,000 | 1,200,000 |
| Schuylkill and Lehigh Valley, | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 |
| Schuylkill River, East Side, | 9,000,000 | 9,000,000 | 9,500,000 | 10,000,000 | 10,000,000 |
| Schuylkill Valley Navigation, | 590,989 | 576,050 | 576,050 | 576,050 | 576,050 |
| Scootac, | ..... | ..... | 35,500 | 35,500 | 35,500 |
| Scottdale Connecting, | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Scranton, Dunmore and Moosic Lake, | ..... | ..... | ..... | 200,000 | 200,000 |
| Scranton and Northeastern, | ..... | ..... | ..... | 2,800,000 | 2,800,000 |
| Scranton and Spring Brook, | 25,000 | 25,000 | 25,000 | 25,000 | 25,000 |
| Shamokin, Sunbury and Lewisburg, | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 | 4,000,000 |
| Shamokin Valley and Pottsville, | 2,869,450 | 2,869,450 | 2,869,450 | 2,869,450 | 2,869,450 |
| Sharon, | 1,071,550 | 1,071,550 | 1,145,600 | 1,184,600 | 1,208,100 |
| Sharon and Ceres, | ..... | 33,644 | 33,600 | 33,600 | ..... |
| Sharpsville, | 350,000 | 350,000 | 350,000 | 350,000 | 350,000 |
| Sheffield and Tionesta, | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |
| Shenango Valley, | 60,000 | 60,000 | 60,000 | 60,000 | 60,000 |
| Shinglehouse, | ..... | ..... | ..... | 100,000 | 100,000 |
| Slackwater Connecting, | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |

COMPARATIVE STATEMENT OF RAILWAY CAPITAL FOR FIVE YEARS, NOT INCLUDING CURRENT LIABILITIES.
—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Slate Run, | 81,000 | 81,000 | 81,000 | 81,000 | 81,000 |
| Smethport, | 86,400 | 111,066 | 90,000 | 90,000 | 90,000 |
| Smithfield and Masontown, | 22,500 | 22,500 | 110,000 | 110,000 | 110,000 |
| Somerset and Cambria, | 1,651,000 | 1,651,000 | 1,651,000 | 1,651,000 | 1,651,000 |
| South Branch, | 60,000 | 60,000 | ..... | ..... | ..... |
| South Chester, | 250,000 | 250,000 | 250,000 | 250,000 | 250,000 |
| South Easton and Phillipsburg, | 75,000 | 75,000 | 75,000 | 89,223 | 75,000 |
| Southern Pennsylvania Railway and Mining Co. | 1,425,000 | 1,425,000 | 1,425,000 | 1,425,000 | 1,425,000 |
| South Fork, | 178,186 | 420,000 | 420,000 | ..... | ..... |
| South Shore, | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Southwest Connecting, | 16,000 | 16,000 | 16,000 | 16,000 | 16,000 |
| Southwest Pennsylvania, | 2,399,900 | 2,399,900 | 2,399,900 | 2,399,900 | 2,399,900 |
| Spring Creek, | ..... | ..... | 110,912 | ..... | ..... |
| State Line and Sullivan, | 1,275,250 | 1,275,250 | 1,275,250 | 1,275,250 | 1,275,250 |
| St. Clair Terminal, | ..... | ..... | 2,000,000 | 2,000,000 | 1,969,000 |
| St. Mary's and Western, | ..... | ..... | ..... | ..... | 76,200 |
| Stewart, | 7,700 | 7,700 | 7,700 | 7,700 | 7,700 |
| Stewartstown, | 70,000 | 70,000 | 70,000 | 70,000 | 70,000 |
| Stony Creek, | 526,100 | 526,100 | 526,100 | 526,100 | 526,100 |
| Susquehanna and Buffalo, | 144,000 | 144,000 | 144,000 | 144,000 | 144,000 |
| Susquehanna, Bloomsburg and Berwick, | ..... | ..... | 1,330,000 | 1,670,000 | 1,700,000 |
| Susquehanna Connecting, | 802,000 | 500,000 | 700,000 | 652,000 | 609,000 |
| Susquehanna and New York, | ..... | 1,500,000 | 1,224,500 | 1,224,500 | 2,224,500 |
| Susquehanna River and Western, | ..... | ..... | ..... | 275,000 | 275,000 |
| Tamauqua, Hazleton and Northern, | 600,000 | 600,000 | 600,000 | 600,000 | 600,000 |
| Tioga, | 1,210,400 | 1,210,400 | 1,210,400 | 1,210,400 | 1,210,400 |
| Tionesta Valley, | 350,000 | 396,249 | 350,000 | 500,000 | 500,000 |
| Tionesta Valley and Hickory, | 33,000 | 33,000 | 33,000 | 33,000 | 33,000 |
| Tionesta Valley and Salmon Creek, | 17,000 | ..... | ..... | ..... | ..... |
| Tipton, | ..... | ..... | ..... | 43,250 | 43,250 |
| Trenton Cut-Off, | 100,000 | 100,000 | ..... | ..... | ..... |

| | | | | | |
|---|---|---|---|---|---|
| Trenton-Delaware Bridge Company, | 648,900 | 648,900 | 648,900 | 648,900 | ..... |
| Tresckow, | 130,000 | 130,000 | 130,000 | 130,000 | 130,000 |
| Tuscarora Valley, | 300,000 | 300,000 | 300,000 | 300,000 | 300,000 |
| Tylerdale Connecting, | ..... | ..... | 25,000 | 25,000 | 25,000 |
| Tyrone and Clearfield, | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 | ..... |
| Union, | 4,000,000 | 4,000,000 | 5,150,000 | 5,150,000 | 5,150,000 |
| Ursina and North Fork, | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Valley, | ..... | 15,000 | 15,000 | 15,000 | 15,000 |
| Valley Connecting, | 10,000 | 22,386 | 10,000 | 10,000 | 10,000 |
| Wabash-Pittsburg Terminal, | ..... | ..... | ..... | ..... | 57,000,000 |
| Washington and Franklin, | 300,000 | 528,000 | 528,000 | 528,000 | 528,000 |
| Washington Run, | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |
| Waynesburg and Washington, | 200,550 | 200,550 | 200,550 | 200,550 | 200,550 |
| West Chester and Phoenixville, | 240,000 | 240,000 | 240,000 | ..... | ..... |
| West Clarion, | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Westinghouse Inter-Works, | ..... | ..... | ..... | ..... | 100,000 |
| Western Allegheny, | ..... | ..... | ..... | 1,000,000 | 1,000,000 |
| Western Maryland, | 5,917,796 | 5,874,352 | 51,048,136 | 54,090,400 | 57,932,400 |
| Western New York and Pennsylvania, | 49,991,909 | 49,991,000 | 49,990,000 | 49,990,000 | 49,990,000 |
| Western Pennsylvania, | 5,775,100 | 5,775,100 | 5,775,000 | ..... | ..... |
| Western Washington, | ..... | ..... | 175,000 | 175,000 | 175,000 |
| West Side Belt, | 1,401,500 | 1,541,500 | 1,460,000 | 1,460,000 | 1,463,000 |
| Wheeling, Pittsburg and Baltimore, | 11,000,000 | 11,000,000 | 11,000,000 | 11,000,000 | 11,000,000 |
| Wilkes-Barre, | ..... | ..... | ..... | 1,000,000 | 1,000,000 |
| Wilkes-Barre and Eastern, | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 |
| Wilkes-Barre and Harvey's Lake, | 150,000 | 150,000 | 150,000 | 150,000 | 355,861 |
| Wilkes-Barre and Hazleton, | ..... | ..... | 3,000,000 | 3,000,000 | 3,000,000 |
| Wilkes-Barre and Scranton, | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 |
| Williamsport and North Branch, | 1,855,362 | 1,855,362 | 1,930,362 | 1,922,862 | 1,930,362 |
| Williams Valley, | 177,000 | 177,000 | 177,000 | 210,000 | 210,000 |
| Wilmington and Northern, | 2,304,000 | 2,296,000 | 2,229,000 | 2,284,000 | 2,276,000 |
| Winfield, | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Wind Gap and Delaware, | 100,000 | 100,000 | 100,000 | 100,000 | ..... |
| Wyoming and Pond Creek, | ..... | ..... | ..... | 15,100 | 15,100 |
| York, Hanover and Frederick, | 550,000 | 550,000 | 550,000 | 550,000 | 550,000 |
| York Haven and Rowenna, | ..... | ..... | ..... | ..... | 1,300,000 |
| York Southern, | 999,950 | ..... | ..... | ..... | ..... |
| Youghiogheny, Northern, | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| Youghiogheny and Wick Haven, | 18,000 | 18,000 | 18,000 | 18,000 | 18,000 |
| Total, | $2,794,180,738 | $2,927,008,860 | $3,206,479,948 | $3,364,233,807 | $3,578,039,314 |

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Allegheny Junction, | $5,000 | $5,000 | $5,000 | $5,000 | $5,000 |
| Allegheny and South Side, | 13,629 | 13,629 | 13,629 | 13,629 | 13,629 |
| Allegheny Terminal, | 162,881 | 163,807 | 165,586 | 165,586 | 165,586 |
| Allegheny Valley, | 43,213,238 | 41,317,316 | 43,439,877 | 43,799,816 | 44,058,778 |
| Allegheny and Western, | 4,771,659 | 4,807,765 | 5,036,534 | 5,085,628 | 5,283,711 |
| Allentown, | 1,085,748 | 1,085,748 | 1,085,748 | 1,085,748 | 1,085,748 |
| Allentown Terminal, | 1,041.930 | 1,042,131 | 1,041,131 | 1,044,296 | 1,044,729 |
| Altoona and Beech Creek, | 99,600 | 99,600 | 125,959 | 115,690 | 120,267 |
| Arnot and Pine Creek, | 258,351 | 258,351 | 258,351 | 258,351 | 258,351 |
| Bald Eagle Valley, | 1,896,376 | 1,896,376 | 1,896,376 | 1,896,376 | 1,896,376 |
| Baltimore and Cumberland Valley, | 149,500 | 149,500 | 149,500 | 149,500 | 149,500 |
| Baltimore and Cumberland Valley Extension, | 516,500 | 637,135 | 637,135 | 637,135 | 637,135 |
| Baltimore and Harrisburg, | 1,436,825 | 1,437,503 | 1,438,012 | 1,438,012 | 1,438,012 |
| Baltimore and Harrisburg, Eastern Extension, | 562,115 | 563,985 | 570,605 | 570,730 | 570,730 |
| Baltimore and Harrisburg, Western Extension, | 264,551 | 264,551 | 264,551 | 264,551 | 264,551 |
| Baltimore and Ohio, | 267,305,428 | 309,177,600 | 320,079,242 | 323,407,066 | 360,299,928 |
| Baltimore and Philadelphia, | 9,840,000 | 9,840,000 | 11,137,207 | 11,145,316 | 11,153,171 |
| Bangor and Portland, | 890,000 | 891,735 | 901,215 | 901,672 | 901,672 |
| Barclay, | 480,103 | ..... | ..... | ..... | ..... |
| Bare Rock, | 26,012 | 26,012 | 26,012 | 26,012 | 26,012 |
| Beaver and Elwood, | 301,695 | 302,495 | 302,819 | 302,819 | 303,755 |
| Beaver Valley, | ..... | ..... | ..... | 78,713 | 106,13[illegible] |
| Bedford and Bridgeport, | 2,305,112 | 2,305,112 | 2,305,112 | 2,305,112 | 2,305,112 |
| Bedford and Hollidaysburg, | ..... | ..... | ..... | 176,298 | 193,371 |
| Beech Creek, | 11,161,559 | 11,161,559 | 12,000,000 | 12,000,000 | 12,575,740 |
| Beech Creek Extension, | ..... | 8,000,000 | 8,000,000 | 8,000,000 | 10,726,133 |
| Bellefonte Central, | 593,272 | 594,662 | 599,874 | 602,390 | 608,124 |
| Bells Run, | ..... | ..... | ..... | 21,897 | 30,814 |
| Belvidere-Delaware, | 4,155,636 | 4,135,609 | 4,134,874 | 4,134,837 | 4,134,837 |
| Berlin, | 50,710 | 50,000 | 109,194 | 113,615 | 113,615 |
| Berlin Branch, | 77,326 | 77,326 | ..... | ..... | ..... |

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Coudersport and Port Allegheny, | 550,156 | 553,772 | 562,667 | 563,863 | 565,063 |
| Cresson and Irvona, | 1,000,000 | 1,000,000 | 1,000,000 | 1,000,000 | ..... |
| Cumberland Valley, | 2,560,068 | 2,215,084 | 2,259,978 | 2,592,061 | 2,510,733 |
| Cumberland Valley and Waynesboro, | 125,000 | 125,000 | 125,634 | 126,456 | 134,155 |
| Dahoga and Highland, | ..... | 93,215 | ..... | ..... | ..... |
| Delaware and Hudson, | 42,293,200 | 43,345,700 | 37,046,970 | 42,672,372 | 39,260,059 |
| Delaware, Lackawanna and Western, | 25,439,519 | 25,458,645 | 25,423,631 | 25,504,388 | 25,525,587 |
| Delaware River Railroad and Bridge Co. | 2,600.000 | 2,600,000 | 2,600,000 | 2,600,000 | 2,600,000 |
| Delaware River and Union, | ..... | ..... | ..... | 20,928 | 28,933 |
| Delaware, Susquehanna and Schuylkill, | 2,082,357 | 2,132,357 | 2,132,357 | 1,533,384 | 1,533,384 |
| Delaware Valley, | ..... | 175,000 | 216,664 | 289,000 | 289,000 |
| Dents Run, | ..... | ..... | ..... | 51,137 | 55,007 |
| Dillsburg and Mechanicsburg, | 215,794 | 215,794 | 215,794 | 215,794 | 216,354 |
| Donora Southern, | ..... | ..... | 75,949 | 104,851 | 111,780 |
| Downingtown and Lancaster, | 702,850 | 702,850 | 403,564 | ..... | ..... |
| Dunkirk, Allegheny Valley and Pittsburg, | 4,260,281 | 4,254,750 | 4,248,833 | 4,242,501 | 4,237,000 |
| East Berlin, | ..... | ..... | ..... | 50,000 | 52,800 |
| Eaglesmere, | 132,594 | 132,594 | 132,594 | 132,594 | 135,250 |
| East Broad Top, | 1,132,557 | 1,131,257 | 1,114,112 | 1,144,293 | 1,146,075 |
| East Mahonoy, | 497,792 | 497,793 | 497,793 | 497,793 | 497,793 |
| East Pennsylvania, | 1,905,586 | 1,905,586 | 1,905,586 | 1,905,586 | 1,905.586 |
| Easton and Northern, | 865,724 | 868,164 | 867,764 | 867,792 | 867,792 |
| Ebensburg and Black Lick, | 510,000 | 540,000 | 686,814 | 346,814 | ..... |
| Eddystone and Delaware River, | 31,116 | 30,078 | 30,705 | 30,705 | 30,705 |
| Elk and Highlands, | 65,809 | 67,367 | 65,436 | 68,206 | 73,358 |
| Elmira and Williamsport, | 2,533,000 | 2,533,000 | 2,533,000 | 2,533,000 | 2,533,000 |
| Ellwood Connecting, | 63,444 | 50,000 | 50,000 | 50,000 | 50,000 |
| Ellwood Short Line, | 540,000 | 600,000 | 600,000 | 600,000 | 600,000 |
| Emporium and Rich Valley, | 127,308 | 132,013 | 139,413 | 150,431 | 167,191 |
| Engleside, | 27,311 | ..... | ..... | ..... | ..... |
| Erie, | 335,043,829 | 339,560,357 | 338,495,440 | 345,758,962 | 350,837,682 |

| | | | | | |
|---|---|---|---|---|---|
| Erie and Pittsburg, | 5,823,726 | 5,918,951 | 6,287,301 | 6,951,705 | 7,012,620 |
| Erie and Wyoming Valley, | 5,513,976 | 2,498,066 | 2,552,430 | 2,552,443 | 2,553,175 |
| Etna and Montrose, | 60,000 | 60,000 | 60,000 | ..... | ..... |
| Fair Hill, | 331,300 | ..... | ..... | ..... | ..... |
| Fairmount, Morgantown and Pittsburg, | 5,978,890 | 6,000,000 | 5,988,494 | 6,053,504 | 6,103,462 |
| Fall Brook, | 5,100,539 | 5,100,539 | 5,100,539 | 5,100,539 | 5,000,000 |
| Fayette County, | 107,400 | 107,400 | 107,400 | 107,400 | 108,654 |
| Gettysburg and Harrisburg, | 1,213,053 | 1,213,053 | 1,213,053 | 1,222,594 | 1,165,000 |
| Glenwood, | 553,487 | 20,000 | 590,556 | 622,598 | 20,000 |
| Hanover and Newport, | 454,861 | 454,861 | 454,861 | 454,861 | 50,000 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 1,881,210 | 1,881,210 | 1,881,210 | 1,881,210 | 1,881,210 |
| Hooverhurst and Southwestern, | ..... | ..... | ..... | 210,578 | 221,358 |
| Hunter's Run and Slate Belt, | 59,607 | 59,607 | 59,607 | 59,608 | 59,608 |
| Huntingdon and Broad Top Mountain, | 5,772,907 | 5,790,272 | 5,857,985 | 5,828,728 | 5,871,205 |
| Ironton, | 200,000 | 200,000 | 200,000 | 200,000 | 200,000 |
| Jamestown and Franklin, | 2,682,914 | 2,696,332 | 2,704,555 | 2,718,611 | 2,718,611 |
| Jefferson, | 6,604,458 | 6,605,288 | 6,605,290 | 6,605,290 | 6,605,290 |
| Jersey Shore and Antes Fort, | ..... | ..... | ..... | ..... | 38,585 |
| Johnsonburg, | 400,953 | 400,953 | 400,953 | 400,953 | 400,953 |
| Johnsonburg and Bradford, | 924,212 | 924,212 | 924,212 | 924,212 | 1,040,678 |
| Johnstown and Stony Creek, | 94,387 | 96,019 | 95,441 | 95,191 | 95,441 |
| Junction, | 1,036,019 | 1,036,019 | 1,036,018 | 1,036,019 | 1,036,019 |
| Kane and Elk, | 82,154 | 88,509 | 106,046 | 124,095 | 124,627 |
| Keating and Smethport, | 10,000 | 10,000 | 10,000 | 10,000 | 18,834 |
| Kensington and Tacony, | 355,766 | ..... | ..... | ..... | ..... |
| Kersey, | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |
| Ketner and Kay Fork, | ..... | 52,231 | 56,410 | 56,442 | 56,442 |
| Kinzua Hemlock, | 130,720 | 130,838 | 122,193 | 120,773 | 95,618 |
| Kinzua and Tiona, | 54,010 | 54,010 | 54,010 | 54,009 | 54,010 |
| Kinzua Valley, | 110,950 | 110,950 | 110,950 | 110,950 | 110,950 |
| Kishacoquillas Valley, | 86,392 | 94,306 | 95,394 | 96,430 | 97,340 |
| Kushequa, | 169,339 | 180,094 | 242,566 | 268,511 | 269,566 |
| Lackawanna and Montrose, | 130,790 | 130,790 | 130,790 | 130,790 | 131,290 |
| Lackawanna and Wyoming Valley, | ..... | ..... | 2,200,000 | 600,000 | 600,000 |
| Lake Shore and Michigan Southern, | 84,000,000 | 84,000,000 | 84,000,000 | 84,000,000 | 84,000,000 |
| Lancaster, Oxford and Southern, | 119,686 | 119,686 | 119,686 | 119,686 | 119,686 |
| Lancaster and Quarryville, | ..... | ..... | ..... | 350,000 | 350,000 |
| Lancaster and Reading, | 350,000 | 350,000 | 350,000 | ..... | ..... |
| Leetonia, | 57,783 | 86,502 | 125,249 | 145,405 | 149,896 |
| Lehigh and Lackawanna, | 970,500 | 970,500 | 970,500 | 984,551 | ..... |
| Lehigh and New England, | 1,516,067 | 1,640,075 | 1,703,774 | 2,386,691 | 3,207,502 |
| Lehigh and Susquehanna, | 15,571,592 | 15,661,756 | 15,800,077 | 15,878,755 | 15,965,563 |
| Lehigh Valley, | 37,657,712 | 37,657,712 | 46,435,550 | 46,435,604 | 48,410,162 |
| Lewisburg and Buffalo Valley, | 30,000 | 40,000 | 30,000 | 30,000 | 30,000 |

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Lewisburg and Tyrone, | 1,567,188 | 1,567,188 | 1,567,553 | 1,567,553 | 1,567,553 |
| Ligonier Valley, | 286,700 | 286,749 | 286,750 | ..... | 311,557 |
| Little Schuylkill Navigation, | 2,405,945 | 2,405,944 | 2,405,944 | 2,405,944 | 2,405,944 |
| Loyalsock, | 460,847 | 472,840 | 472,840 | 472,840 | 828,701 |
| Lykens Valley, | 595,767 | 595,767 | 595,767 | 595,767 | 595,767 |
| McKeesport Connecting, | 59,151 | 61,150 | 61,150 | 60,101 | 60,101 |
| McKeesport Terminal, | 20,255 | 20,255 | 20,255 | 20,000 | 20,000 |
| Mahoning State Line, | 111,708 | 111,708 | 111,708 | 111,708 | 111,708 |
| Mahoning Valley, | 259,152 | 259,152 | 259,152 | 259,152 | 259,152 |
| Maryland and Pennsylvania, | 3,220,769 | 3,388,918 | 3,522,316 | 3,555,087 | 3,602,450 |
| Masontown and New Salem, | ..... | 228,732 | 228,685 | 228,698 | 238,791 |
| Meadville, Conneaut Lake and Linesville, | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| Mead Run, | 44,998 | 39,405 | 37,158 | 37,700 | 29,564 |
| Medix Run, | 66,305 | 66,305 | 66,305 | ..... | ..... |
| Mercer Valley, | ..... | 259,108 | 310,684 | 360,383 | 381,833 |
| Midway and Oakdale, | ..... | ..... | 42,000 | 44,987 | 44,987 |
| Middletown and Hummelstown, | 187,593 | 187,593 | 187,593 | 187,593 | 187,593 |
| Mill Creek and Mine Hill, | 333,045 | 333,045 | 333,045 | 333,045 | 323,045 |
| Millersburg, | 59,675 | 59,459 | 59,459 | ..... | ..... |
| Mine Hill and Schuylkill Haven, | 4,165,572 | 4,165,572 | 4,165,572 | 4,165,572 | 4,165,572 |
| Mohnsville and Adamstown, | 72,876 | 75,298 | 87,680 | ..... | ..... |
| Monongahela, | ..... | ..... | ..... | 2,578,545 | 2,894,673 |
| Monongahela Connecting, | 1,442,871 | 1,444,782 | 1,625,001 | 1,822,530 | 1,946,501 |
| Monongahela and Washington, | 518,421 | 538,651 | 545,579 | 555,368 | ..... |
| Mont Alto, | 268,481 | ..... | ..... | ..... | ..... |
| Montour, | 235,594 | 257,439 | 227,886 | 311,026 | 314,193 |
| Montrose, | 345,921 | 345,921 | 345,921 | 425,165 | 431,812 |
| Moosic Mountain and Carbondale, | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |
| Mount Carbon and Port Carbon, | 282,815 | 282,815 | 282,815 | 282,815 | 282,815 |
| Mount Carmel and Natalie, | 124,249 | 124,249 | 124,249 | 350,000 | ..... |
| Mount Jewett, Kinzua and Riterville, | 91,404 | 95,229 | 84,382 | 94,254 | 97,277 |
| Mount Penn Gravity, | 151,735 | 151,735 | 151,735 | 154,611 | 154,975 |

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Philadelphia and Baltimore Central, | 4,058,694 | 4,058,694 | 4,007,337 | 4,094,571 | 4,132,730 |
| Philadelphia Belt Line, | 215,582 | 218,178 | 220,890 | 223,595 | 225,645 |
| Philadelphia, Bustleton and Trenton, | 438,023 | ..... | ..... | ..... | ..... |
| Philadelphia and Chester Valley, | 1,099,066 | 1,099,066 | 1,099,066 | 1,103,730 | 1,103,730 |
| Philadelphia and Delaware County, | 601,003 | 601,008 | 606,231 | 606,231 | 609,109 |
| Philadelphia and Erie, | 30,466,182 | 30,466,182 | 30,466,182 | 30,466,182 | 30,466,182 |
| Philadelphia and Frankford, | 729,968 | 732,193 | 732,353 | 733,029 | 733,442 |
| Philadelphia, Germantown and Chestnut Hill, | 2,525,213 | ..... | ..... | ..... | ..... |
| Philadelphia, Germantown and Norristown, | 2,007,860 | 2,007,860 | 2,007,860 | 2,007,860 | 2,007,860 |
| Philadelphia, Harrisburg and Pittsburg, | 3,997,113 | 3,997,113 | 3,997,113 | 3,997,113 | 3,997,113 |
| Philadelphia, Newtown and New York, | 2,703,213 | 2,703,213 | 2,703,213 | 2,703,231 | 2,703,213 |
| Philadelphia and Reading, | 80,582,838 | 81,135,822 | 81,479,944 | 82,157,909 | 82,252,694 |
| Philadelphia and Reading Terminal, | 11,274,473 | 11,274,473 | 11,274,473 | 11,274,473 | 11,358,456 |
| Philadelphia and Trenton, | 4,400,402 | 5,078,855 | 5,432,262 | 5,680,748 | 5,655,358 |
| Philadelphia, Wilmington and Baltimore, | 15,871,428 | 15,871,008 | ..... | ..... | ..... |
| Pickering Valley, | 481,099 | 481,099 | 481,099 | 481,099 | 481,099 |
| Pine Creek, | 4,708,229 | 4,711,762 | 4,717,286 | 4,718,300 | 5,456,007 |
| Pittsburg, Allegheny and McKees Rocks, | 30,000 | ..... | 88,706 | 105,724 | 102,999 |
| Pittsburg and Allegheny River, | 14,162 | 16,297 | 16,298 | 20,806 | 37,591 |
| Pittsburg, Bessemer and Lake Erie, | 28,138,878 | 28,361,151 | 28,388,619 | 28,200,919 | 28,200,919 |
| Pittsburg and Castle Shannon, | 413,338 | 412,137 | 391,726 | 383,832 | 371,175 |
| Pittsburg, Chartiers and Youghiogheny, | 1,379,668 | 1,379,668 | 1,376,418 | 1,376,418 | 1,376,418 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 94,352,687 | 94,812,576 | 96,807,267 | 101,791,330 | 103,938,988 |
| Pittsburg and Connellsville, | 17,366,878 | 15,944,652 | 20,437,752 | 22,636,418 | 24,291,682 |
| Pittsburg and Eastern, | 495,447 | 495,976 | 516,988 | 879,809 | ..... |
| Pittsburg, Fort Wayne and Chicago, | 52,612,340 | 53,903,616 | 55,321,806 | 57,332,171 | 62,291,366 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 1,119,465 | 1,119,465 | 93,617 | 1,119,465 | 1,119,465 |
| Pittsburg Junction, | 3,663,367 | 3,695,813 | 3,705,670 | 3,704,712 | 3,748,953 |
| Pittsburg and Lake Erie, | 10,971,761 | 11,504,761 | 15,008,183 | 16,909,934 | 16,909,934 |
| Pittsburg, Lisbon and Western, | 307,275 | 307,275 | 5,771,098 | 5,754,791 | 5,994,203 |
| Pittsburg, McKeesport and Youghiogheny, | 7,709,650 | 7,709,650 | 7,809,650 | 7,809,650 | 7,809,650 |
| Pittsburg and Moon Run, | 178,657 | 191,439 | 191,339 | 210,303 | 197,521 |
| Pittsburg and Northern, | 150,000 | 150,000 | 150,000 | 150,000 | 150,000 |

| | | | | | |
|---|---|---|---|---|---|
| Pittsburg and Ohio Valley, | 186,743 | 191,595 | 194,865 | 162,127 | 162,127 |
| Pittsburg, Shawmut and Northern, | 10,873,747 | 10,942,048 | 13,193,723 | 13,139,282 | 13,656,433 |
| Pittsburg, Summerville and Clarion, | ..... | ..... | ..... | ..... | 986,990 |
| Pittsburg, Virginia and Charleston, | 7,700,051 | 7,636,201 | 7,366,201 | 12,250,116 | 13,032,423 |
| Pittsburg and Western, | 26,946,858 | 27,300,000 | 27,152,466 | 27,607,776 | 27,672,750 |
| Pittsburg, Youngstown and Ashtabula, | 6,095,342 | 6,095,342 | 6,095,342 | 6,095,342 | 6,095,342 |
| Plymouth, | 286,545 | 286,545 | 286,545 | 286,545 | 286,545 |
| Pomeroy and Newark, | 502,056 | 502,056 | 502,056 | 502,056 | 502,206 |
| Portland and Northern, | ..... | ..... | 47,435 | 57,390 | 67,954 |
| Quakertown and Eastern, | 360,000 | 379,690 | 378,654 | 390,128 | 390,409 |
| Quemahoning Branch, | ..... | ..... | 391,022 | 396,023 | 397,791 |
| Reading Belt, | ..... | ..... | 1,621,856 | 1,647,913 | 1,724,867 |
| Reading and Columbia, | 2,665,698 | 2,665,597 | 2,660,881 | 2,667,516 | 2,401,906 |
| Reading, Marietta and Hanover, | 332,587 | 332,587 | 332,587 | 332,587 | 332,587 |
| Reynoldsville and Falls Creek, | 365,653 | 365,653 | 365,653 | 365,653 | 364,053 |
| Ridgway and Clearfield, | 987,503 | 987,503 | 987,503 | 987,503 | 988,180 |
| River Front, | 616,700 | 623,361 | 545,429 | ..... | ..... |
| Rochester, Beaver Falls and Western, | 48,126 | 48,126 | 48,126 | 58,795 | ..... |
| Rodgers, | ..... | ..... | 16,798 | 16,798 | 16,798 |
| Rupert and Bloomsburg, | 58,242 | 58,242 | 58,242 | 58,242 | 58,242 |
| Salisbury, | 338,897 | 267,988 | 331,337 | 331,377 | 331,377 |
| Scalp Level, | 725,286 | ..... | ..... | ..... | ..... |
| Schuylkill and Juniata, | 22,226,467 | 22,225,851 | ..... | ..... | ..... |
| Schuylkill and Lehigh, | 1,213,800 | 1,213,800 | 1,213,800 | 1,213,800 | 1,213,800 |
| Schuylkill and Lehigh Valley, | 4,000,000 | 4,000,000 | 4'000,000 | 4,000,000 | 4,000,000 |
| Schuylkill River, East Side, | 9,000,000 | 9,000,000 | 10,963,342 | 10,605,650 | 10,601,007 |
| Schuylkill Valley Navigation, | 576,841 | 576,841 | 576,841 | 576,841 | 576,841 |
| Scootac, | ..... | ..... | 38,047 | 38,592 | 38,592 |
| Scottdale Connecting, | 10,000 | ..... | ..... | ..... | ..... |
| Scranton, Dunmore and Moosic Lake, | ..... | ..... | ..... | 239,901 | 253,133 |
| Scranton and Northeastern, | ..... | ..... | ..... | 2,800,000 | 2,800,000 |
| Scranton and Spring Brook, | 43,933 | 44,218 | 44,250 | 44,250 | 44,250 |
| Shamokin, Sunbury and Lewisburg, | 3,386,898 | 3,386,898 | 3,376,898 | 3,386,898 | 3,998,904 |
| Shamokin Valley and Pottsville, | 1,208,050 | 1,208,050 | 1,208,050 | 1,208,050 | 1,208,050 |
| Sharon, | 1,071,542 | 1,071,542 | 1,145,620 | 1,184,639 | 1,208,123 |
| Sharon and Ceres, | ..... | 33,644 | 33,644 | ..... | ..... |
| Sharpsville, | 449,446 | 449,446 | 450,446 | 449,446 | 449,446 |
| Sheffield and Tionesta, | 204,140 | 206,625 | 214,225 | 224,647 | 224,647 |
| Shenango Valley, | 127,787 | 127,787 | 127,787 | 127,787 | 127,787 |
| Shinglehouse, | ..... | ..... | ..... | 100,000 | 100,000 |
| Slackwater Connecting, | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Slate Run, | 81,000 | 81,000 | 81,000 | 92,097 | 102,885 |

COMPARATIVE STATEMENT OF COST OF ROAD AND EQUIPMENT FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Smethport, | 93,485 | 116,795 | 123,983 | 130,683 | 136,963 |
| Smithfield and Masontown, | 181,022 | 22,500 | 185,423 | 185,000 | 209,768 |
| Somerset and Cambria, | 1,346,914 | 1,651,000 | 1,370,184 | 1,385,947 | 1,389,911 |
| South Branch, | 60,000 | 60,000 | ..... | ..... | ..... |
| South Chester, | 194,906 | 195,156 | 195,406 | 206,075 | 229,450 |
| South Easton and Phillipsburg, | 88,522 | 88,522 | 88,522 | 89,223 | 89,253 |
| South Fork, | 171,306 | 888,367 | 420,000 | ..... | ..... |
| Southern Pennsylvania Railway and Mining Co. | 1,426,573 | 1,426,573 | 1,426,573 | 1,426,573 | 1,426,573 |
| South Shore, | 36,496 | 36,495 | 20,008 | 36,496 | 36,495 |
| Southwest Connecting, | 16,000 | 16,705 | 16,000 | 14,336 | 14,336 |
| Southwest Pennsylvania, | 2,690,783 | 2,690,783 | 2,690,783 | 2,690,783 | 2,690,783 |
| Spring Creek, | ..... | ..... | 99,092 | ..... | ..... |
| State Line and Sullivan, | 627,500 | 625,000 | 625,000 | 625,000 | 625,000 |
| St. Clair Terminal, | ..... | ..... | 1,618,187 | 2,054,084 | 2,064,052 |
| St. Mary's and Western, | ..... | ..... | ..... | ..... | 79,267 |
| Stewart, | 7,114 | 7,114 | 7,114 | 7,114 | 7,114 |
| Stewartstown, | 102,920 | 105,421 | 96,196 | 106,318 | 108,318 |
| Stony Creek, | 541,523 | 540,273 | 540,273 | 536,273 | 535,773 |
| Susquehanna and Buffalo, | 43,747 | 46,362 | 50,148 | 53,169 | 47,068 |
| Susquehanna, Bloomsburg and Berwick, | ..... | ..... | 1,421,377 | 1,702,508 | 1,700,008 |
| Susquehanna Connecting, | 862,000 | 751,000 | 700,000 | 652,000 | 609,000 |
| Susquehanna and New York, | ..... | 520,152 | 645,211 | 1,706,593 | 1,035,984 |
| Susquehanna River Western, | ..... | ..... | ..... | 285,331 | 289,498 |
| Tamauqua, Hazleton and Northern, | 666,457 | 666,457 | 666,457 | 670,426 | 670,426 |
| Tioga, | 1,282,524 | 1,282,524 | 1,282,524 | 1,282,524 | 1,282,524 |
| Tionesta Valley, | 438,665 | 438,665 | 438,665 | 500,000 | 500,000 |
| Tionesta Valley and Hickory, | 33,000 | 33,000 | 33,000 | 33,000 | 33,000 |
| Tionesta Valley and Salmon Creek, | 26,190 | ..... | ..... | ..... | ..... |
| Tipton, | ..... | ..... | ..... | 43,250 | 43,250 |
| Trenton Cut-Off, | 100,000 | 61,043 | ..... | ..... | ..... |
| Trenton-Delaware Bridge Company, | 648,900 | 648,900 | 648,900 | 448,900 | ..... |
| Tresckow, | 283,586 | 284,790 | 284,790 | 284,790 | 284,790 |
| Tuscarora Valley, | 307,119 | 305,663 | 305,668 | 307,168 | 307,168 |

| | | | | | |
|---|---|---|---|---|---|
| Tylerdale Connecting, | ..... | ..... | 40,146 | 40,846 | 49,764 |
| Tyrone and Clearfield, | 2,000,000 | 2,000,000 | 2,000,000 | 2,000,000 | ..... |
| Union, | 7,786,916 | 7,932,184 | 9,300,424 | 8,916,873 | 8,833,427 |
| Ursina and North Fork, | 30,000 | 71,536 | 99,016 | 100,733 | 100,798 |
| Valley, | ..... | 14,000 | 14,000 | 20,400 | 22,688 |
| Valley Connecting, | 9,600 | 9,600 | 9,600 | 9,600 | 9,600 |
| Wabash-Pittsburg Terminal, | ..... | ..... | ..... | ..... | 45,679,144 |
| Washington and Franklin, | 458,595 | 528,298 | 528,298 | 528,298 | 528,298 |
| Washington Run, | 216,302 | 218,525 | 219,449 | 219,449 | 219,449 |
| Waynesburg and Washington, | 200,550 | 200,550 | 200,550 | 200,550 | 200,550 |
| West Chester and Phoenixville, | 240,000 | 240,000 | 240,000 | ..... | ..... |
| West Clarion, | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 |
| Westinghouse Inter-Works, | ..... | ..... | ..... | ..... | 129,665 |
| Western Allegheny, | ..... | ..... | ..... | 1,094,675 | 1,141,351 |
| Western Maryland, | 5,854,465 | 5,926,318 | 4,585,858 | 46,139,780 | 46,637,067 |
| Western New York and Pennsylvania, | 50,675,340 | 50,713,341 | 50,866,511 | 51,309,868 | 51,987,167 |
| Western Pennsylvania, | 6,617,886 | 6,617,886 | 5,842,100 | ..... | ..... |
| Western Washington, | ..... | ..... | 175,000 | 175,000 | 175,000 |
| West Side Belt, | 392,314 | 382,916 | 1,114,701 | 1,916,990 | 2,000,093 |
| Wheeling, Pittsburg and Baltimore, | 8,840,688 | 11,000,000 | 8,927,883 | 8,937,709 | 9,256,862 |
| Wilkes-Barre, | ..... | ..... | ..... | 1,000,000 | 1,000,000 |
| Wilkes-Barre and Eastern, | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 | 6,000,000 |
| Wilkes-Barre and Harvey's Lake, | 342,993 | 355,861 | 355,861 | 355,861 | 355,861 |
| Wilkes-Barre and Hazleton, | ..... | ..... | 1,590,459 | 1,630,674 | 1,619,250 |
| Wilkes-Barre and Scranton, | 1,088,026 | 1,089,142 | 1,089,582 | 1,089,582 | 1,089,687 |
| Williamsport and North Branch, | 1,792,809 | 1,823,188 | 1,825,262 | 1,826,442 | 1,841,808 |
| Williams Valley, | 201,434 | 201,434 | 201,434 | 201,434 | 203,762 |
| Wilmington and Northern, | 2,063,370 | 2,048,370 | 2,354,037 | 2,349,538 | 2,351,235 |
| Wind Gap and Delaware, | 181,817 | 182,529 | 183,901 | 184,212 | ..... |
| Winfield, | ..... | ..... | 22,987 | 27,289 | 27,289 |
| Wyoming and Pond Creek, | ..... | ..... | ..... | 15,100 | 15,100 |
| York, Hanover and Frederick, | 550,000 | 550,000 | 550,000 | 550,000 | 550,000 |
| York Haven and Rowenna, | ..... | ..... | ..... | ..... | 1,339,993 |
| York Southern, | 999,950 | ..... | ..... | ..... | ..... |
| Youghiogheny, Northern, | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 |
| Youghiogheny and Wick Haven, | 18,179 | 18,179 | 18,179 | 18,179 | 18,178 |
| Total, | $2,296,798,410 | $2,389,369,478 | $2,498,031,039 | $2,568,309,250 | $2,707,854,545 |

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Allegheny Junction, | $4,721 | $4,672 | $3,650 | $3,341 | $4,521 |
| Allegheny and South Side, | 13,514 | 17,045 | 29,558 | 23,276 | 31,487 |
| Allegheny Valley, h | 296,624 | ..... | ..... | ..... | ..... |
| Allegheny Valley, | 1,201,430 | 1,335,365 | 1,361,339 | 922,297 | 1,177,919 |
| Allegheny and Western, | 251,000 | 253,525 | 260,000 | 260,000 | 260,000 |
| Allentown, | 6,175 | 5,478 | 5,698 | 5,280 | 5,383 |
| Allentown Terminal, | 40,500 | 40,500 | 40,500 | 40,500 | 40,500 |
| Altoona and Beech Creek, | 600 | 4,096 | 35,527 | 24,587 | 22,521 |
| Bald Eagle Valley, | 263,127 | 307,465 | 363,991 | 386,519 | 431,353 |
| Baltimore and Cumberland Valley, | 4,368 | 4,368 | 4,368 | 4,368 | 5,768 |
| Baltimore and Cumberland Valley Extension, | 32,700 | 33,821 | 38,730 | 38,730 | 42,730 |
| Baltimore and Harrisburg, | 340,232 | 373,810 | 133,753 | 92,236 | 113,076 |
| Baltimore and Harrisburg, Eastern Extension, | 28,100 | 28,188 | 28,188 | 28,188 | 28,188 |
| Baltimore and Harrisburg, Western Extension, | 12,000 | 12,000 | 12,000 | 12,000 | 15,000 |
| Baltimore and Ohio, | 47,971,224 | 53,468,169 | 65,059,484 | 67,719,678 | 70,877,303 |
| Baltimore and Philadelphia, | 191,936 | ..... | ..... | ..... | ..... |
| Bangor and Portland, | 254,428 | 261,654 | 277,761 | 249,805 | 224,218 |
| Barclay, | 37,647 | ..... | ..... | ..... | ..... |
| Bare Rock, | 7,221 | 5,398 | 5,437 | 4,717 | 1,748 |
| Beaver and Elwood, | 12,832 | 12,851 | 12,314 | 6,933 | 8,522 |
| Beaver Valley, | ..... | ..... | ..... | 60 | 677 |
| Bedford and Bridgeport, | 110,779 | 131,029 | 117,148 | 128,704 | 117,911 |
| Bedford and Hollidaysburg, | ..... | ..... | ..... | ..... | 85 |
| Beech Creek, | 451,933 | 451,600 | 458,300 | 490,000 | 490,000 |
| Beech Creek Extension, | ..... | 122,500 | 122,500 | 122,500 | 127,756 |
| Bellefonte Central, | 42,473 | 57,965 | 67,031 | 66,383 | 56,386 |
| Bells Run, | ..... | ..... | ..... | 2,122 | 14,553 |
| Belvidere-Delaware, | 414,828 | 356,496 | 218.069 | 175,682 | 294,957 |
| Berlin, | 4,251 | ..... | ..... | ..... | ..... |
| Berlin Branch, | 6,338 | 7,100 | ..... | ..... | ..... |
| Bessemer and Lake Erie, | 685,473 | 3,414,221 | 4,281,262 | 3,560,613 | 5,123,951 |
| Big Level and Kinzua, | 2,494 | 2,286 | 639 | 1,981 | 1,876 |
| Bloom Run, | ..... | ..... | 1,615 | 936 | 1,554 |

| | | | | | |
|---|---|---|---|---|---|
| Bloomsburg and Sullivan, | 68,035 | 70,260 | 79,991 | 89,358 | 110,723 |
| Bradford, Bordell and Kinzua, | 88,711 | 168,207 | f 1,615 | 32,002 | ..... |
| Bradford, Bordell and Kinzua, | ..... | ..... | g 5,866 | ..... | ..... |
| Bradford and Western Pennsylvania, | 5,187 | 4,550 | 6,357 | 6,757 | 5,288 |
| Brock, | ..... | ..... | ..... | 12,426 | 15,954 |
| Brookville, | 3,813 | 2,704 | 1,416 | 1,096 | 871 |
| Brownstone and Middletown, | 8,257 | 13,401 | 11,514 | 9,162 | 15,094 |
| Buffalo, Bradford and Kane, | ..... | ..... | ..... | 26,484 | 51,765 |
| Buffalo, Rochester and Pittsburg, | 5,693,493 | 6,284,299 | 7,888,790 | 7,840,496 | 8,274,270 |
| Buffalo and Susquehanna, | 728,393 | 873,420 | 1,102,625 | 1,136,590 | 1,320,723 |
| Cambria and Clearfield, | 132,009 | 130,679 | 130,540 | 482,425 | 462,999 |
| Cammal and Black Forest, | 32,326 | 20,032 | 22,565 | 19,528 | 19,324 |
| Catasauqua and Fogelsville, | 87,331 | 111,882 | 138,980 | 105,182 | 122,276 |
| Catawissa, | 171,053 | 171,471 | 171,650 | 173,352 | 174,048 |
| Central Pennsylvania and Western, | 24,002 | 25,364 | 1,655 | ..... | ..... |
| Central Railroad of New Jersey, | 17,590,467 | 18,062,156 | 19,466,416 | 21,719,513 | 22,632,447 |
| Central Railroad of Pennsylvania, | 68,540 | 82,919 | 89,669 | 82,672 | 82,843 |
| Chartiers, | 128,050 | 187,162 | 213,542 | 133,763 | 251,179 |
| Cherry Tree and Dixonville, | ..... | ..... | ..... | ..... | 16,505 |
| Chester Creek, | 23,592 | 23,594 | 23,569 | 23,129 | 22,200 |
| Chester and Delaware River, | 61,639 | 84,966 | 90,581 | 80,236 | 127,427 |
| Chestnut Hill, | 7,539 | 7,539 | 10,044 | 12,039 | 12,042 |
| Chestnut Ridge, | ..... | 2,657 | 6,823 | 10,495 | 11,935 |
| Cheswick and Harmer, | ..... | ..... | ..... | 5,943 | 11,327 |
| Clearfield and Mahoning, | 77,500 | 77,500 | 77,500 | 77,500 | 77,500 |
| Clearfield Southern, | 12,408 | 15,331 | 20,291 | 5,394 | ..... |
| Cleveland and Pittsburg, | 1,382,934 | 1,172,810 | 1,187,764 | 1,201,919 | 1,294,378 |
| Coal Glen, | ..... | ..... | ..... | ..... | 9,623 |
| Colebrookdale, | 17,286 | 18,157 | 19,467 | 17,870 | 17,242 |
| Columbia and Port Deposit, | 214,044 | 125,000 | 120,375 | 98,588 | 72,812 |
| Confluence and Oakland, | 6,000 | ..... | ..... | ..... | ..... |
| Connecting, | 151,202 | 146,268 | 271,046 | 268,530 | 244,313 |
| Cornwall, | 106,446 | 114,223 | 94,659 | 77,289 | 107,607 |
| Cornwall and Lebanon, | 279,876 | 332,943 | 255,619 | 242,443 | 293,668 |
| Coudersport and Port Allegheny, | 113,284 | 113,055 | 124,834 | 103,685 | 114,743 |
| Cresson and Irvona, | 17,542 | 36,203 | 38,619 | 5,707 | ..... |
| Cumberland Valley, | 1,087,574 | 1,193,998 | 1,601,807 | 2,180,412 | 2,238,047 |
| Cumberland Valley and Waynesboro, | 1,000 | 5,100 | 9,529 | 7,258 | 12,954 |
| Delaware and Hudson, | 11,700,467 | 11,619,008 | 12,233,533 | 14,455,611 | 15,603,670 |
| Delaware, Lackawanna and Western, | 24,639,424 | 23,826,100 | 29,325,553 | 31,929,148 | 33,890,076 |
| Delaware River Railroad and Bridge Co., | 148,846 | 139,474 | 154,724 | 144,167 | 123,924 |
| Delaware, Susquehanna and Schuylkill, | 1,145,262 | 876,240 | 861,295 | 1,200,469 | 1,350,654 |
| Delaware Valley, | ..... | 7,805 | 12,843 | 19,638 | 22,797 |

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1 | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Dents Run, | ..... | ..... | ..... | 1,169 | 4,091 |
| Dillsburg and Mechanicsburg, | 3,423 | 2,770 | 4,371 | 2,132 | 1,850 |
| Donora Southern, | ..... | ..... | 32,426 | 16,346 | 69,246 |
| Downingtown and Lancaster, | 8,035 | 308,000 | ..... | ..... | ..... |
| Dunkirk, Allegheny Valley and Pittsburg, | 267,624 | 223,000 | 223,000 | 223,000 | 223,000 |
| Dunkirk, Allegheny Valley and Pittsburg, | ..... | 205,739 | 305,428 | 292 427 | 311,824 |
| East Berlin, | ..... | ..... | ..... | 6,854 | 3,227 |
| Eaglesmere, | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 |
| East Broad Top, | 86,779 | 104,290 | 116,960 | 155,395 | 154,863 |
| East Mahanoy, | 27,919 | 28,047 | 28,038 | 27,788 | 27,746 |
| East Pennsylvania, | 136,609 | 136,609 | 137,393 | 138,170 | 137,756 |
| Easton and Northern, | 2,295 | 2,295 | 4,013 | 3,764 | ..... |
| Ebensburg and Black Lick, | 27,182 | 17,754 | 12,580 | 1,511 | ..... |
| Eddystone and Delaware River, | 11,655 | 11,348 | 7,293 | 6,571 | 2,547 |
| Elk and Highlands, | 24,493 | 24,216 | 15,692 | 16,459 | 15,079 |
| Ellwood Connecting, | 5,452 | 6,413 | 6,030 | 4,068 | ..... |
| Ellwood Short Line, | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 |
| Elmira and Williamsport, | 158,793 | 163,052 | 185,354 | 190,529 | 164,508 |
| Emporium and Rich Valley, | 23,253 | 27,417 | 37,307 | 32,646 | 30,185 |
| Erie, | 36,848,323 | 39,287,340 | 44,810,866 | 43,578,992 | 44,557,591 |
| Erie and Pittsburg, | 277,315 | 277,955 | 289,484 | 298,790 | 299,977 |
| Erie and Wyoming Valley, | 659,511 | ..... | ..... | ..... | ..... |
| Etna and Montrose, | 62,560 | 51,565 | 136,270 | 89,206 | 113,533 |
| Fair Hill, | 14,659 | ..... | ..... | ..... | ..... |
| Fairmount, Morgantown and Pittsburg, | 147,968 | ..... | ..... | ..... | ..... |
| Fall Brook, | 175,000 | 175,000 | 175,000 | 170,014 | 176,009 |
| Gettysburg and Harrisburg, | 142,593 | 146,986 | 156,515 | 158,942 | 187,299 |
| Glenwood, | 26,674 | ..... | ..... | ..... | ..... |
| Hanover and Newport, | 7,052 | ..... | ..... | ..... | 14,09 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 133,864 | 136,535 | 135,300 | ..... | 119,847 |
| Harrisburg and South Mountain, | ..... | ..... | ..... | 194,942 | ..... |
| Hooverhurst and Southwestern, | ..... | ..... | ..... | 14,409 | 23,089 |
| Hunter's Run and Slate Belt, | 12,621 | 14,518 | 12,444 | 11,182 | 14,300 |

| | | | | | |
|---|---|---|---|---|---|
| Huntingdon and Broad Top Mountain, | 709,997 | 787,279 | 970,027 | 767,014 | 711,383 |
| Ironton, | 142,813 | 162,720 | 226,675 | 233,968 | 276,487 |
| Jamestown and Franklin, | 76,251 | 75,865 | 89,092 | 82,597 | 87,735 |
| Jersey Shore and Antes Fort, | ..... | ..... | ..... | ..... | 3,577 |
| Johnsonburg, | 22,259 | 6,579 | 3,362 | 1,701 | ..... |
| Johnstown and Stony Creek, | 8,330 | 9,596 | 14,132 | 11,252 | 11,254 |
| Junction, | 49,675 | 48,155 | 49,785 | 49,912 | 45,870 |
| Kane and Elk, | 9,785 | 10,051 | 13,695 | 11,140 | 19,376 |
| Keating and Smethport, | 1,491 | 1,636 | 1,811 | 715 | 1,267 |
| Kensington and Tacony, | 15,576 | ..... | ..... | ..... | ..... |
| Ketner and Kay Fork, | ..... | 5,062 | 8,358 | 7,839 | 6,000 |
| Kinzua Hemlock, | ..... | ..... | ..... | ..... | 7,413 |
| Kinzua and Tiona, | 12,813 | 12,594 | 13,006 | 7,335 | 17,985 |
| Kishacoquillas Valley, | 11,810 | 10,713 | 10,836 | 13,321 | 12,282 |
| Kushequa, | 9,598 | 25,524 | 7,385 | 6,494 | 5,726 |
| Lackawanna and Montrose, | 24,335 | 21,063 | ..... | 27,340 | 28,073 |
| Lackawanna and Wyoming Valley, | ..... | ..... | ..... | 128,297 | 391,151 |
| Lake Shore and Michigan Southern, | 28,552,061 | 31,335,935 | 34,944,600 | 37,342,316 | 38,783,542 |
| Lancaster, Oxford and Southern, | 15,008 | 14,754 | 15,383 | 16,805 | 16,688 |
| Lancaster and Quarryville, | ..... | ..... | ..... | 29,685 | 21,109 |
| Laurel Hill, | 8,381 | 12,519 | 25,501 | ..... | ..... |
| Leetonia, | 17,123 | 19,420 | 41,970 | 58,401 | 67,212 |
| Lehigh and Lackawanna, | 18,000 | 18,000 | 21,196 | 20,835 | ..... |
| Lehigh and New England, | 86,305 | 124,685 | 166,196 | 190,647 | 326,433 |
| Lehigh and Susquehanna, | 1,959,602 | 1,953,112 | 2,165,738 | 2,115,773 | 2,192,058 |
| Lehigh Valley, | 25,454,050 | 25,369,050 | 27,529,428 | 30,355,126 | 31,728,853 |
| Lewisburg and Buffalo Valley, | 1,200 | ..... | 1,200 | 1,200 | 1,200 |
| Lewisburg and Tyrone, | 31,787 | 21,051 | 1,930 | 13,134 | 3,371 |
| Ligonier Valley, | 73,803 | 82,395 | 82,063 | ..... | 83,290 |
| Little Schuylkill Navigation, | 136,278 | 135,491 | 134,390 | 149,603 | 135,435 |
| Lykens Valley, | 35,577 | 35,908 | 35,828 | 35,855 | 35,895 |
| McKeesport Connecting, | 61,106 | 83,890 | 102,397 | 89,920 | 259,536 |
| McKeesport Terminal, | 11,944 | 11,788 | 15,717 | 9,765 | 6,876 |
| Mahoning State Line, | 261 | 336 | 359 | 525 | 467 |
| Mahoning Valley, | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 |
| Maryland and Pennsylvania, | 95,091 | 267,352 | 296,299 | 306,798 | 323,571 |
| Masontown and New Salem, | ..... | 9,913 | 9,838 | 9,884 | 4,566 |
| Meadville, Conneaut Lake and Linesville, | 10,000 | 10,000 | 10,000 | 10,000 | 10,000 |
| Mead Run, | 8,590 | 6,307 | 2,273 | 3,071 | 3,316 |
| Medix Run, | 1,558 | 1,380 | 1,433 | ..... | ..... |
| Mercer Valley, | ..... | ..... | 68,152 | 51,891 | 111,492 |
| Merrittstown and New Salem, | ..... | ..... | 9,196 | ..... | 4,566 |
| Midway and Oakdale, | ..... | ..... | 6,875 | 7,500 | 7,500 |
| Middletown and Hummelstown, | 11,169 | 10,799 | 11,490 | 11,601 | 10,102 |

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—Continued.

| Name of Company | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Mill Creek and Mine Hill, | 36,300 | 36,340 | 36,378 | 36,383 | 36,405 |
| Mine Hill and Schuylkill Haven, | 273,279 | 274,269 | 274,808 | 275,472 | 276,609 |
| Mohnsville and Adamstown, | 4,890 | 3,439 | ..... | ..... | ..... |
| Monongahela, | ..... | ..... | ..... | 398,345 | 588,698 |
| Monongahela Connecting, | 330,974 | 463,764 | 507,050 | 452,772 | 614,049 |
| Monongahela and Washington, | ..... | 17,600 | 23,265 | 49,582 | ..... |
| Mont Alto, | 6,299 | ..... | ..... | ..... | ..... |
| Montour, | 58,886 | 67,769 | 68,324 | 68,733 | 133,767 |
| Mount Carbon and Port Carbon, | 36,370 | 36,380 | 36,437 | 36,413 | 36,462 |
| Mount Carmel and Natalie, | 46,251 | 33,652 | 12,737 | ..... | ..... |
| Mount Jewett, Kinzua and Riterville, | 78,408 | 92,394 | 77,771 | 75,202 | 76,481 |
| Mount Penn Gravity, | 14,021 | 13,056 | 14,341 | 17,297 | 17,359 |
| Mount Pleasant and Broadford, | 14,131 | ..... | ..... | ..... | ..... |
| Mount Pleasant and Latrobe, | 4,371 | 3,375 | 2,743 | 2,690 | 3,036 |
| Nesquehoning Valley, | 78,913 | 78,807 | 78,665 | 78,665 | ..... |
| Neversink Mountain, | 8,838 | 11,223 | 10,529 | 10,427 | 11,093 |
| New Castle and Beaver Valley, | 128,825 | 160,086 | 176,293 | 171,880 | 197,481 |
| New Castle and Butler, | 9,296 | 10,032 | 14,242 | 6,796 | 6,338 |
| New Castle and Lowell, | ..... | 20,326 | 55,431 | 53,399 | 54,602 |
| New Haven and Dunbar, | 29,375 | 33,740 | 36,516 | 41,565 | 40,193 |
| Newport and Sherman's Valley, | 31,948 | 34,436 | 41,716 | 48,644 | 50,663 |
| New York Central and Hudson River, | 60,934,618 | 75,806,558 | 82,975,705 | 83,755,047 | 87,300,935 |
| New York, Chicago and St. Louis, | 7,316,879 | 7,308,663 | 8,003,797 | 8,648,428 | 8,676,670 |
| New York, Ontario and Western, | 5,740,128 | 5,968,671 | 6,578,455 | 7,124,131 | 7,588,703 |
| New York and Pennsylvania, | 85,162 | 92,679 | 112,766 | 122,619 | 107,605 |
| New York, Susquehanna and Western, | 1,972,169 | 2,097,076 | 2,242,246 | 2,196,883 | 2,275,719 |
| Nittany Valley, | 1,268 | 2,736 | 12,966 | 11,207 | 9,561 |
| Norristown Junction, | 2,541 | 2,650 | 2,354 | 2,645 | 2,528 |
| Norristown and Main Line Connecting, | ..... | ..... | ..... | 7,200 | 13,200 |
| Northern Central, | 8,700,336 | 8,974,808 | 10,061,985 | 10,903,183 | 11,160,386 |
| Northern Liberties, | 54,006 | 63,860 | ..... | 69,508 | 79,235 |
| North Bend and Kettle Creek, | 16,894 | 18,507 | 16,351 | 211 | 336 |
| North Pennsylvania, | 836,700 | 836,670 | 753,450 | 673,350 | 675,500 |

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Pittsburg and Eastern, | 13,825 | 13,825 | 13,825 | 13,825 | ..... |
| Pittsburg, Fort Wayne and Chicago, | 3,678,797 | 3,569,340 | 3,663,186 | 3,874,302 | 4,228,566 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 86,491 | 45,174 | 64,292 | 58,551 | 53,325 |
| Pittsburg Junction, | 411,046 | 459,430 | ..... | ..... | ..... |
| Pittsburg and Lake Erie, | 7,455,153 | 8,892,720 | 11,127,407 | 10,369,241 | 11,579,774 |
| Pittsburg, Lisbon and Western, | 65,286 | 56,116 | 81,847 | 84,452 | 74,520 |
| Pittsburg, McKeesport and Youghiogheny, | ..... | 516,232 | 508,536 | 522,052 | 517,451 |
| Pittsburg, Marion and Chicago, | 508,505 | ..... | ..... | ..... | ..... |
| Pittsburg and Moon Run, | 34,700 | 42,827 | 37,890 | 34,093 | 59,253 |
| Pittsburg and Ohio Valley, | 17,302 | 64,833 | 93,076 | 62,636 | 60,810 |
| Pittsburg, Shawmut and Northern, | 516,224 | 613,401 | 700,550 | 854,766 | 1,032,034 |
| Pittsburg, Summerville and Clarion, | ..... | ..... | ..... | ..... | 10,652 |
| Pittsburg, Virginia and Charleston, | 985,153 | 1,311,435 | 1,169,386 | 1,210,665 | 1,219,287 |
| Pittsburg and Western, | 2,290,181 | 2,484,412 | ..... | ..... | ..... |
| Pittsburg, Youngstown and Ashtabula, | 812,971 | 971,781 | 916,424 | 901,888 | 1,395,488 |
| Pomeroy and Newark, | ..... | ..... | ..... | ..... | 12 |
| Portland and Northern, | ..... | ..... | ..... | 14,946 | 17,854 |
| Quakertown and Eastern, | 35,959 | 25,198 | 33,405 | 12,476 | 24,870 |
| Reading Belt, | ..... | ..... | 66,269 | 66,068 | 65,849 |
| Reading and Columbia, | 301,907 | 283,737 | 310,272 | 304,032 | 333,591 |
| Reynoldsville and Falls Creek, | 181,070 | 169,643 | 190,379 | 187,663 | 187,517 |
| Ridgway and Clearfield, | 57,774 | 57,902 | 57,962 | 58,182 | 55,342 |
| River Front, | 34,355 | 33,434 | 28,608 | ..... | ..... |
| Rochester, Beaver Falls and Western, | 171 | 292 | 149 | ..... | ..... |
| Rodgers, | ..... | ..... | 1,687 | 2,096 | 2,115 |
| Rupert and Bloomsburg, | 8,317 | 9,173 | 7,517 | 9,709 | 19,742 |
| Salisbury, | 71,483 | ..... | ..... | ..... | ..... |
| Scalp Level, | 136,735 | ..... | ..... | ..... | ..... |
| Schuylkill and Juniata, | 1,551,761 | 1,212,366 | ..... | ..... | ..... |
| Schuylkill and Lehigh, | 28,606 | 28,606 | 29,093 | 29,087 | 29,114 |
| Schuylkill and Lehigh Valley, | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |
| Schuylkill River, East Side, | 359,960 | ..... | ..... | ..... | ..... |
| Schuylkill Valley Navigation and Railroad, | 31,789 | 31,812 | 31,830 | 31,817 | 31,831 |

COMPARATIVE STATEMENT OF EARNINGS AND INCOME FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Union, | 1,984,341 | 2,326,770 | 2,481,739 | 1,987,235 | 2,697,794 |
| Ursina and North Fork, | 1,712 | 3,086 | 4,364 | 3,644 | 2,437 |
| Valley, | ..... | 5,798 | 4,490 | 3,504 | 12,853 |
| Valley Connecting, | 11,460 | 12,386 | 12,421 | 13,202 | 16,005 |
| Wabash Pittsburg Terminal, | ..... | ..... | ..... | ..... | 354,142 |
| Washington and Franklin, | 17,020 | 23,583 | 26,400 | 26,400 | ..... |
| Washington Run, | 35,560 | 28,480 | 32,818 | 44,037 | 56,591 |
| Waynesburg and Washington, | 119,330 | 146,091 | 140,572 | 142,934 | 145,821 |
| West Chester, | 12,965 | 12,965 | 13,527 | ..... | ..... |
| Westinghouse Inter-Works, | ..... | ..... | ..... | ..... | 6,476 |
| Western Allegheny, | ..... | ..... | ..... | 25,880 | 60,150 |
| Western Maryland, | 1,728,665 | 2,076,046 | 2,294,564 | 2,154,912 | 2,309,662 |
| Western New York and Pennsylvania, | 366,346 | 705,857 | 33,289 | 302,364 | 615,659 |
| Western New York and Pennsylvania, | 393,642 | ..... | ..... | ..... | ..... |
| Western Pennsylvania, | 299,145 | 302,712 | 257,401 | ..... | ..... |
| Western Washington, | ..... | ..... | 8,708 | 9,500 | 9,500 |
| West Side Belt, | 30,465 | 38,960 | 65,013 | 169,024 | 240,088 |
| Wheeling, Pittsburg and Baltimore, | 265,927 | ..... | ..... | ..... | ..... |
| Wilkes-Barre and Eastern, | 713,268 | 731,620 | 612,939 | 586,337 | 579,035 |
| Wilkes-Barre and Hazleton, | ..... | ..... | ..... | 113,659 | 155,847 |
| Wilkes-Barre and Scranton, | 51,175 | 51,371 | 51,128 | 51,005 | 51,168 |
| Williamsport and North Branch, | 114,966 | 132,437 | 187,386 | 168,968 | 170,399 |
| Williams Valley, | 22,619 | 23,082 | 17,791 | 24,591 | 24,542 |
| Wilmington and Northern, | 99,566 | 97,154 | 102,279 | 102,331 | 101,569 |
| Winfield, | ..... | ..... | 23,796 | 25,615 | 20,413 |
| Wyoming and Pond Creek, | ..... | ..... | ..... | 618 | 2,108 |
| York, Hanover and Frederick, | 5,640 | 18,795 | ..... | ..... | 268 |

| | | | | | |
|---|---|---|---|---|---|
| York Haven and Rowenna, | ..... | ..... | ..... | ..... | 26,120 |
| York Southern, | 59,765 | ..... | ..... | ..... | ..... |
| Youghiogheny, Northern, | 94,063 | 110,723 | 85,496 | 44,475 | 59,133 |
| Total, | $534,214,627 | $587,018,587 | $649,914,065 | $675,008,355 | $712,188,875 |

g Receivers report for the month of June, 1903.
h This road operated by Pennsylvania Railroad after August 1, 1901.
x This report for the month of July, 1903.
l Report for the period July 1, 1903, to June 30, 1904.

## COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Allegheny Junction, | $4,072 | $4,294 | $7,424 | $3,874 | $4,082 |
| Allegheny and South Side, | 14,637 | 20,262 | 39,099 | 22,793 | 28,018 |
| Allegheny Valley, | 1,363,474 | 1,398,569 | 1,328,929 | 1,335,174 | 1,153,630 |
| Allegheny and Western, | 1,066,610 | 80,000 | 80,000 | 80,000 | 80,000 |
| Allentown, | 179 | 179 | 110 | 102 | 102 |
| Allentown Terminal, | 18,000 | 18,000 | 18,000 | 18,000 | 18,000 |
| Altoona and Beech Creek, | 600 | 5,949 | 41,888 | 25,660 | 19,483 |
| Bald Eagle Valley, | 41,240 | 40,809 | 40,984 | 52,347 | 28,822 |
| Baltimore and Cumberland Valley, | 4,369 | 4,368 | 4,368 | 4,368 | 5,768 |
| Baltimore and Cumberland Valley Extension, | 13,800 | 13,800 | 13,800 | 13,800 | 17,800 |
| Baltimore and Harrisburg, | 231,332 | 248,510 | 34,500 | 34,500 | 34,936 |
| Baltimore and Harrisburg Railway, Eastern Extension, | 28,100 | 28,188 | ..... | ..... | ..... |
| Baltimore and Harrisburg Railway, Western Extension, | 12,000 | 12,000 | 12,000 | 12,000 | 15,000 |
| Baltimore and Ohio, | 43,282,239 | 46,947,224 | 51,241,320 | 57,362,318 | 57,203,307 |
| Baltimore and Philadelphia, | 251,456 | ..... | ..... | ..... | ..... |
| Bangor and Portland, | 188,907 | 251,651 | 246,761 | 221,835 | 161,621 |
| Barclay, | 30,539 | ..... | ..... | ..... | ..... |
| Bare Rock, | 7,683 | 6,109 | 5,259 | 6,115 | 2,543 |
| Beaver and Ellwood, | 6,008 | 8,656 | 6,292 | 7,379 | 6,157 |
| Beaver Valley, | ..... | ..... | ..... | 2,567 | ..... |
| Bedford and Bridgeport, | 91,809 | 92,010 | 92,558 | 91,778 | 91,072 |
| Bedford and Hollidaysburg, | ..... | ..... | ..... | 2,650 | 4,446 |
| Beech Creek, | 225,333 | 225,000 | 225,000 | 250,000 | 250,000 |
| Beech Creek Extension, | ..... | 122,500 | 122,500 | 122,500 | 127,756 |
| Bellefonte Central, | 39,862 | 43,835 | 51,749 | 61,129 | 60,484 |
| Bells Run, | ..... | ..... | ..... | 2,122 | 13,972 |
| Belvidere-Delaware, | 199,122 | 214,202 | 174,492 | 186,987 | 182,625 |
| Berlin, | 284 | ..... | ..... | ..... | ..... |
| Berlin Branch, | 8,899 | 9,511 | ..... | ..... | ..... |
| Bessemer and Lake Erie, | 708,188 | 3,090,664 | 4,029,020 | 3,308,910 | 4,175,478 |
| Big Level and Kinzua, | 2,933 | 2,086 | 2,686 | 104 | 1,976 |
| Bloom Run, | ..... | ..... | ..... | 10,943 | 7,743 |
| Bloomsburg and Sullivan, | 59,422 | 66,887 | 66,702 | 87,259 | 85,046 |

| | | | | | |
|---|---|---|---|---|---|
| Bradford, Bordell and Kinzua, | 99,346 | 207,284 | 147,043 | 32,503 | ..... |
| Bradford and Western Pennsylvania, | 4,740 | 7,908 | 6,285 | 7,140 | 6,393 |
| Brock, | ..... | ..... | ..... | 4,661 | 2,288 |
| Brookville, | 3,813 | 2,704 | 1,416 | 1,096 | 871 |
| Brownstone and Middletown, | 8,538 | 13,098 | 11,555 | 10,898 | 14,823 |
| Buffalo, Bradford and Kane, | ..... | ..... | ..... | 30,808 | 54,168 |
| Buffalo, Rochester and Pittsburg, | 5,008,189 | 5,593,596 | 6,457,944 | 7,093,750 | 7,182,276 |
| Buffalo and Susquehanna, | 514,845 | 628,204 | 716,197 | 793,458 | 996,712 |
| Bustleton, | 675 | ..... | ..... | ..... | ..... |
| Cambria and Clearfield, | 79,644 | 112,868 | 83,701 | 306,238 | 282,565 |
| Cammal and Black Forest, | 22,188 | 23,990 | 19,985 | 18,960 | 18,943 |
| Catasauqua and Fogelsville, | 45,901 | 53,206 | 66,397 | 95,762 | 69,871 |
| Catawissa, | 10,418 | 9,554 | 9,448 | 9,606 | 11,857 |
| Central Pennsylvania and Western, | 59,631 | 55,849 | 4,393 | ..... | ..... |
| Central Railroad of New Jersey, | 14,668,225 | 15,010,288 | 17,331,620 | 19,058,455 | 20,297,727 |
| Central Railroad of Pennsylvania, | 102,766 | 106,211 | 131,828 | 126,245 | 100,929 |
| Chartiers, | 40,879 | 28,991 | 97,372 | 66,568 | 40,255 |
| Cherry Tree and Dixonville, | ..... | ..... | ..... | ..... | 9,394 |
| Chester Creek, | 12,492 | 12,494 | 12,469 | 12,029 | 11,100 |
| Chester and Delaware River, | 39,446 | 54,467 | 67,675 | 58,950 | 58,120 |
| Chestnut Hill, | 300 | 300 | 555 | 300 | 303 |
| Chestnut Ridge, | ..... | 2,868 | 6,976 | 9,520 | 9,922 |
| Cheswick and Harmer, | ..... | ..... | ..... | 1,906 | 7,601 |
| Clearfield and Mahoning, | 32,500 | 32,500 | 32,500 | 32,500 | 32,500 |
| Clearfield Southern, | 11,090 | 14,588 | 17,320 | 6,363 | ..... |
| Cleveland and Pittsburg, | 596,941 | 384,799 | 398,313 | 414,599 | 424,035 |
| Coal Glen, | ..... | ..... | ..... | ..... | 9,623 |
| Colebrookdale, | 36,329 | 36,075 | 36,456 | 36,425 | 36,418 |
| Columbia and Port Deposit, | 86,463 | 85,330 | 82,477 | 85,897 | 79,752 |
| Confluence and Oakland, | 6,000 | ..... | ..... | ..... | ..... |
| Connecting, | 74,504 | 73,995 | 126,500 | 123,984 | 99,767 |
| Cornwall, | 59,118 | 65,645 | 116,793 | 55,483 | 62,556 |
| Cornwall and Lebanon, | 204,707 | 226,425 | 189,195 | 185,354 | 210,484 |
| Coudersport and Port Allegheny, | 85,379 | 76,737 | 77,739 | 89,904 | 77,581 |
| Cresson and Irvona, | 22,438 | 22,884 | 23,321 | 536 | ..... |
| Cumberland Valley, | 879,532 | 794,199 | 1,339,590 | 1,887,749 | 2,067,680 |
| Cumberland Valley and Waynesboro, | ..... | 908 | 850 | 851 | 511 |
| Delaware and Hudson, | 8,804,331 | 9,292,760 | 10,081,343 | 11,724,281 | 12,408,700 |
| Delaware, Lackawanna and Western, | 21,480,616 | 22,442,726 | 24,290,068 | 25,366,963 | 25,664,287 |
| Delaware River Railroad and Bridge Co., | 60,477 | 61,015 | 61,064 | 60,877 | 57,228 |
| Delaware River and Union, | ..... | ..... | ..... | 746 | ..... |
| Delaware, Susquehanna and Schuylkill, | 1,039,047 | 838,740 | 775,821 | 1,051,205 | 1,207,449 |
| Delaware Valley, | ..... | 8,649 | 13,269 | 16,852 | 17,693 |
| Dents Run, | ..... | ..... | ..... | 2,689 | 7,484 |

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Dillsburg and Mechanicsburg, | 6,244 | 6,299 | 6,215 | 6,222 | 6,133 |
| Donora Southern, | ..... | ..... | 15,321 | 13,172 | 41,023 |
| Downingtown and Lancaster, | 15,948 | 16,026 | 23,926 | ..... | ..... |
| Dunkirk, Allegheny Valley and Pittsburg, | 221,684 | 203,500 | 203,500 | 203,500 | 203,500 |
| Dunkirk, Allegheny Valley and Pittsburg, | ..... | 215,879 | 268,807 | 229,947 | ..... |
| East Berlin, | ..... | ..... | ..... | 6,586 | 7,289 |
| Eaglesmere, | 4,080 | 4,380 | 4,380 | 4,380 | 5,990 |
| East Broad Top, | 74,951 | 109,982 | 133,355 | 173,210 | 108,334 |
| East Mahonoy, | 2,489 | 2,478 | 2,489 | 2,489 | 2,489 |
| East Pennsylvania, | 32,782 | 32,782 | 33,556 | 34,343 | 33,929 |
| Easton and Northern, | 2,295 | 2,295 | 4,013 | 3,764 | ..... |
| Ebensburg and Black Lick, | 7,486 | 16,026 | 14,552 | 252 | ..... |
| Eddystone and Delaware River, | 8,197 | 9,844 | 7,920 | 3,639 | 3,732 |
| Elk and Highlands, | 22,237 | 22,537 | 14,196 | 16,563 | 14,384 |
| Elmira and Williamsport, | 98,771 | 103,034 | 125,262 | 130,441 | 104,502 |
| Ellwood Connecting, | 287 | 291 | 295 | 236 | ..... |
| Ellwood Short Line, | 15,000 | 15,000 | 15,000 | 15,000 | 15,000 |
| Emporium and Rich Valley, | 18,899 | 21,000 | 28,482 | 23,087 | 24,084 |
| Erie, | 34,025,167 | 34,902,663 | 37,186,051 | 40,567,260 | 41,511,551 |
| Erie and Pittsburg, | 137,156 | 138,726 | 149,765 | 154,934 | 158,192 |
| Erie and Wyoming Valley, | 518,522 | ..... | ..... | ..... | ..... |
| Etna and Montrose, | 50,941 | 45,596 | 70,032 | 46,776 | 45,738 |
| Fair Hill, | 8,659 | ..... | ..... | ..... | ..... |
| Fairmount, Morgantown and Pittsburg, | 143,031 | ..... | ..... | ..... | ..... |
| Fall Brook, | 15,967 | 15,344 | 14,189 | 15,698 | 15,673 |
| Galeton and Eastern, | 126,126 | ..... | ..... | ..... | ..... |
| Gettysburg and Harrisburg, | ..... | 128,874 | 134,043 | 139,462 | 139,238 |
| Glenwood, | 24,124 | ..... | ..... | ..... | ..... |
| Hanover and Newport, | 3,542 | 16,498 | 20,675 | 26,178 | 11,067 |
| Harrisburg, Portsmouth, Mt. Joy and Lancaster, | 44,820 | 46,796 | 45,382 | 44,930 | 29,731 |
| Hooverhurst and Southwestern, | ..... | ..... | ..... | 10,315 | 10,591 |
| Hunter's Run and Slate Belt, | 14,918 | 12,977 | 11,047 | 8,704 | 10,288 |

| | | | | | |
|---|---|---|---|---|---|
| Huntingdon and Broad Top Mountain, | 437,449 | 467,706 | 623,633 | 528,562 | 477,438 |
| Ironton, | 66,108 | 72,708 | 128,499 | 146,992 | 153,221 |
| Jamestown and Franklin, | 58,211 | 57,085 | 57,102 | 69,377 | 75,724 |
| Jersey Shore and Antes Fort, | ..... | ..... | ..... | ..... | 1,365 |
| Johnsonburg, | 13,389 | 15,504 | 13,415 | 13,195 | 16,336 |
| Johnstown and Stony Creek, | 8,538 | 9,679 | 12,377 | 10,472 | 9,492 |
| Junction, | 34,675 | 33,155 | 34,785 | 34,912 | 30,870 |
| Kane and Elk, | 8,574 | 9,577 | 9,648 | 10,906 | 16,569 |
| Keating and Smethport, | 1,310 | 1,662 | 1,695 | 679 | 1,029 |
| Kensington and Tacony, | 1,340 | ..... | ..... | ..... | ..... |
| Ketner and Kay Fork, | ..... | 6,212 | 6,711 | 8,630 | 6,541 |
| Kinzua Hemlock, | 1,075 | 25 | 205 | ..... | 29,966 |
| Kinzua and Tiona, | 13,608 | 12,500 | 13,658 | 7,523 | 1,572 |
| Kishacaquillas Valley, | 10,317 | 9,749 | 9,977 | 9,686 | 10,173 |
| Kushequa, | 38 | ..... | 703 | ..... | ..... |
| Lackawanna and Montrose, | 30,651 | 20,651 | 25,970 | 24,193 | 24,262 |
| Lackawanna and Wyoming Valley, | ..... | ..... | 15,787 | 80,916 | 391,151 |
| Lake Shore and Michigan Southern, | 21,410,589 | 24,328,153 | 29,360,503 | 32,825,926 | 34,251,311 |
| Lancaster, Oxford and Southern, | 14,973 | 14,611 | 14,942 | 16,639 | 13,899 |
| Lancaster and Quarryville, | ..... | ..... | ..... | 2,538 | 1,771 |
| Lancaster and Reading, | 2,052 | 2,092 | 1,973 | ..... | ..... |
| Leetonia, | 16,762 | 22,276 | 36,244 | 49,362 | 49,758 |
| Lehigh and Lackawanna, | 18,000 | 18,000 | 21,196 | 20,835 | ..... |
| Lehigh and New England, | 123,011 | 139,430 | 168,025 | 211,726 | 311,327 |
| Lehigh Valley, | 26,593,865 | 26,701,827 | 26,147,839 | 26,099,565 | 26,335,964 |
| Lewisburg and Tyrone, | 20,576 | 20,573 | 20,255 | 20,454 | 20,002 |
| Ligonier Valley, | 59,376 | 61,239 | 50,421 | ..... | 47,172 |
| Little Schuylkill Navigation, | 4,728 | 4,427 | 5,367 | 20,462 | 4,693 |
| Lykens Valley, | 4,890 | 4,930 | 4,439 | 4,762 | 5,031 |
| McKeesport Connecting, | 60,481 | 73,782 | 100,858 | 104,858 | 251,370 |
| McKeesport Terminal, | 6,910 | 11,178 | 20,322 | 10,828 | 6,876 |
| Mahoning State Line, | 261 | 336 | 359 | 525 | 467 |
| Mahoning Valley, | 13,135 | 13,135 | 13,135 | 13,135 | 13,135 |
| Maryland and Pennsylvania, | 85,988 | 258,695 | 289,339 | 302,666 | 328,796 |
| Masontown and New Salem, | ..... | ..... | 9,838 | ..... | 4,566 |
| Meadville, Conneaut Lake and Linesville, | 10,000 | 10,000 | 10,000 | ..... | 10,000 |
| Mead Run, | ..... | ..... | 256 | ..... | ..... |
| Medix Run, | 2,249 | 1,894 | 1,848 | ..... | ..... |
| Mercer Valley, | ..... | ..... | 68,152 | 52,339 | 111,492 |
| Merrittstown and New Salem, | ..... | ..... | ..... | 9,884 | ..... |
| Midway and Oakdale, | ..... | ..... | ..... | 84 | 126 |
| Middletown and Hummelstown, | 11,145 | 10,778 | 11,554 | 10,112 | 9,480 |
| Mill Creek and Mine Hill, | 3,695 | 3,706 | 3,684 | 3,684 | 3,684 |

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Mine Hill and Schuylkill Haven, | 30,817 | 32,061 | 33,813 | 32,434 | 34,810 |
| Mohnsville and Adamstown, | 5,465 | 7,011 | 1,678 | ..... | ..... |
| Monongahela, | ..... | ..... | ..... | 458,702 | 478,947 |
| Monongahela Connecting, | 248,567 | 302,185 | 315,815 | 313,377 | 328,309 |
| Monongahela and Washington, | 799 | 3,211 | 2,316 | 3,783 | ..... |
| Mont Alto, | 753 | ..... | ..... | ..... | ..... |
| Montour, | 70,458 | 42,886 | 55,203 | 71,354 | 127,040 |
| Montrose, | ..... | 26,608 | 42,183 | 28,071 | 15,331 |
| Mount Carbon and Port Carbon, | 3,224 | 3,204 | 3,179 | 3,179 | 2,144 |
| Mount Carmel and Natalie, | 58,292 | 33,592 | 358,963 | 605 | ..... |
| Mount Jewett, Kinzua and Riterville, | 109,690 | 128,188 | 104,896 | 102,064 | 90,670 |
| Mount Penn Gravity, | 14,500 | 10,599 | 13,036 | 16,659 | 14,385 |
| Mount Pleasant and Broadford, | 420 | ..... | ..... | ..... | ..... |
| Mount Pleasant and Latrobe, | 4,371 | 3,375 | 2,743 | 2,486 | 3,036 |
| Nescopec, | ..... | 7,877 | ..... | ..... | ..... |
| Nesquehoning Valley, | 7,983 | ..... | 7,735 | 7,735 | ..... |
| Neversink Mountain, | 14,007 | 10,266 | 12,499 | 12,625 | 12,820 |
| New Castle and Beaver Valley, | 63,310 | 25,281 | 122,298 | 16,609 | 80,276 |
| New Castle and Butler, | 10,212 | 12,661 | 20,510 | 10,498 | 9,547 |
| New Castle and Lowell, | ..... | 14,435 | 57,038 | 57,196 | 52,706 |
| New Haven and Dunbar, | 38,054 | 43,458 | 50,877 | 47,264 | 53,432 |
| Newport and Sherman's Valley, | 36,271 | 35,287 | 87,876 | 35,738 | 47,295 |
| New York, Central and Hudson River, | 53,398,737 | 67,789,841 | 74,251,372 | 76,339,184 | 79,197,242 |
| New York, Chicago and St. Louis, | 6,652,327 | 6,720,973 | 7,379,288 | 8,080,617 | 8,161,327 |
| New York, Ontario and Western, | 4,860,896 | 5,310,112 | 5,717,484 | 6,237,302 | 6,307,427 |
| New York and Pennsylvania, | 115,257 | 112,974 | 90,930 | 134,191 | 96,199 |
| New York, Susquehanna and Western, | 1,825,588 | 1,875,716 | 1,936,582 | 1,911,677 | 2,298,406 |
| Nittany Valley, | 6,245 | 7,269 | 15,793 | 14,493 | 10,324 |
| Norristown Junction, | 2,242 | 2,106 | 1,995 | 1,991 | 2,173 |
| Norristown and Main Line Connecting, | ..... | ..... | ..... | 6,200 | 11,200 |
| Northern Central, | 7,802,512 | 8,808,012 | 8,981,555 | 10,146,995 | 9,946,540 |
| Northern Liberties, | 47,925 | 52,409 | 55,670 | 59,764 | 65,092 |
| North Bend and Kettle Creek, | 20,501 | 23,040 | 15,162 | 1,507 | 4,544 |

| | | | | | |
|---|---|---|---|---|---|
| North Pennsylvania, | 459,000 | 459,032 | 375,750 | 292,500 | 292,532 |
| North East Pennsylvania, | 142,242 | 137,439 | 125,144 | 149,949 | 123,138 |
| Northampton and Bath, | ..... | ..... | ..... | 3,474 | 82,199 |
| Ohio and Baltimore Short Line, | 13,400 | ..... | ..... | ..... | ..... |
| Ohio Connecting, | 50,733 | 36,575 | 52,225 | 71,150 | 145,000 |
| Ohio River Junction, | 11,529 | 10,176 | 9,664 | 10,071 | 10,695 |
| Oley Valley, | ..... | 2,181 | 28,183 | 29,773 | 29,801 |
| Oleona and Germania, | ..... | ..... | ..... | ..... | 16,457 |
| Ontario, Carbondale and Scranton, | 77,815 | 77,872 | 77,920 | 77,833 | 77,267 |
| Pencoyd and Philadelphia, | ..... | 21,992 | 47,930 | 24,330 | 37,738 |
| Pennsylvania, | 90,856,135 | 101,563,505 | 116,843,149 | 116,952,755 | 114,718 951 |
| Pennsylvania Company, | 26,489,868 | 31,773,114 | 37,155,775 | 39,651,274 | 42,117,749 |
| Pennsylvania and New York Canal and Railroad, | 492,500 | 492,500 | 524,924 | 531,491 | 520,368 |
| Pennsylvania and Northwestern, | 586,673 | 330,194 | 145,313 | 2,487 | ..... |
| Pennsylvania Western and Ohio River Connecting, | ..... | ..... | 9,813 | 3,405 | 5,541 |
| People's, | 2,512 | 6,314 | 6,021 | 2,305 | 7,663 |
| Perkiomen, | 331,134 | 308,420 | 318,102 | 343,448 | 342,771 |
| Perry County, | 21,613 | 22,056 | 27,309 | ..... | ..... |
| Philadelphia, Baltimore and Washington, | ..... | ..... | 7,513,133 | 14,161,008 | 13,658,495 |
| Philadelphia and Baltimore Central, | 172,016 | 173,188 | 173,341 | 173,969 | 168,396 |
| Philadelphia Belt Line, | 7,896 | 7,870 | 8,110 | 8,808 | 7,283 |
| Philadelphia, Bustleton and Trenton, | 1,201 | ..... | ..... | ..... | ..... |
| Philadelphia and Chester Valley, | 60,544 | 62,998 | 74,970 | 68,317 | 67,479 |
| Philadelphia and Delaware County, | 9,771 | 9,793 | 9,770 | 9,814 | 9,704 |
| Philadelphia and Erie, | 1,848,318 | 2,304,245 | 1,684,426 | 1,826,251 | 1,777,288 |
| Philadelphia and Frankford, | 21,970 | 22,020 | 22,068 | 20,000 | 20,000 |
| Philadelphia, Germantown and Chestnut Hill, | 67,774 | ..... | ..... | ..... | ..... |
| Philadelphia, Germantown and Norristown, | 5,593 | 7,165 | 7,391 | 6,908 | 7,186 |
| Philadelphia, Harrisburg and Pittsburg, | 110,714 | 110,714 | 118,359 | 119,093 | 118,944 |
| Philadelphia, Newtown and New York, | 94,528 | 126,058 | 120,545 | 150,306 | 240,845 |
| Philadelphia and Reading, | 27,812,558 | 28,322,826 | 30,151,447 | 30,662,066 | 30,176,992 |
| Philadelphia and Reading Terminal, | 450,149 | 451,704 | 450,391 | 451,653 | 450,431 |
| Philadelphia and Trenton, | 25,566 | 28,704 | 19,765 | 19,466 | 9,860 |
| Philadelphia, Wilmington and Baltimore, | 11,209,824 | 11,594,587 | 5,828,979 | ..... | ..... |
| Pickering Valley, | 23,371 | 23,336 | 23,484 | 30,933 | 49,381 |
| Pine Creek, | 210,000 | 210,000 | 210,000 | 210,000 | 210,000 |
| Pittsburg, Allegheny and McKees Rocks, | 79,206 | ..... | 108,332 | 47,066 | 65,676 |
| Pittsburg and Allegheny River, | 12,724 | 10,516 | 21,092 | ..... | 13,644 |
| Pittsburg, Bessemer and Lake Erie, | 1,510,206 | 820,299 | 826,750 | 714,738 | 840,509 |
| Pittsburg and Castle Shannon, | 94,494 | 98,090 | 96,615 | 122,777 | 112,455 |
| Pittsburg, Chartiers and Youghiogheny, | 160,512 | 224,105 | 303,903 | 369,303 | 233,046 |
| Pittsburg, Cincinnati, Chicago and St. Louis, | 20,890,935 | 23,813,821 | 21,108,372 | 27,345,952 | 27,803,180 |
| Pittsburg and Connellsville, | 1,721,102 | ..... | ..... | ..... | ..... |

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Pittsburg and Eastern, | 275 | ..... | ..... | ..... | ..... |
| Pittsburg, Fort Wayne and Chicago, | 523,210 | 497,210 | 460,101 | 494,259 | 484,710 |
| Pittsburg, Johnstown, Ebensburg and Eastern, | 48,987 | 40,564 | 55,492 | 48,526 | 42,949 |
| Pittsburg Junction, | 306,679 | 343,829 | ..... | ..... | ..... |
| Pittsburg and Lake Erie, | 6,555,983 | 7,788,100 | 9,508,550 | 8,928,480 | 10,073,283 |
| Pittsburg, Lisbon and Western, | 53,685 | 53,385 | 82,661 | 100,393 | 112,697 |
| Pittsburg, Marion and Chicago, | 270,926 | ..... | ..... | ..... | ..... |
| Pittsburg, McKeesport and Youghiogheny, | ..... | 268,653 | 270,957 | 284,473 | 279,872 |
| Pittsburg and Moon Run, | 32,302 | 30,923 | 37,191 | 32,773 | 42,385 |
| Pittsburg and Northern, | 741 | 325 | ..... | ..... | ..... |
| Pittsburg and Ohio Valley, | 10,973 | 67,919 | 87,166 | 65,972 | 50,933 |
| Pittsburg, Shawmut and Northern, | 554,566 | 667,402 | 784,566 | 978,265 | 1,170,957 |
| Pittsburg, Summerville and Clarion, | ..... | ..... | ..... | ..... | 9,721 |
| Pittsburg, Virginia and Charleston, | 263,000 | 1,089,925 | 917,212 | 857,519 | 907,527 |
| Pittsburg and Western, | 2,168,448 | 2,173,872 | ..... | ..... | ..... |
| Pittsburg, Youngstown and Ashtabula, | 254,785 | 282,704 | 1,306,820 | 1,057,563 | 1,389,600 |
| Pomeroy and Newark, | 1,594 | 18,870 | 11,820 | 6,263 | 22,054 |
| Portland and Northern, | ..... | ..... | 3,697 | 13,373 | 13,758 |
| Quakertown and Eastern, | 29,044 | 30,383 | 33,121 | 25,743 | 27,178 |
| Reading Belt, | ..... | ..... | 36,268 | 36,068 | 35,849 |
| Reading and Columbia, | 316,985 | 305,889 | 343,355 | 354,519 | 324,232 |
| Reynoldsville and Falls Creek, | 137,835 | 115,651 | 138,659 | 121,503 | 115,084 |
| Ridgway and Clearfield, | 28,314 | 28,442 | 28,502 | 28,722 | 25,882 |
| River Front, | 19,255 | 18,334 | 14,808 | ..... | ..... |
| Rochester, Beaver Falls and Western, | 655 | ..... | ..... | 244 | ..... |
| Rodgers, | ..... | ..... | 1,716 | 1,918 | 2,021 |
| Rupert and Bloomsburg, | 8,574 | 9,162 | 9,347 | 11,588 | 10,192 |
| Salisbury, | 11,3.0 | ..... | ..... | ..... | ..... |
| Scalp Level, | 67,198 | ..... | ..... | ..... | ..... |
| Schuylkill and Juniata, | 568,596 | 423,264 | ..... | ..... | ..... |
| Schuylkill and Lehigh, | 25,606 | 25,606 | 26,092 | 26,086 | 26,114 |
| Schuylkill and Lehigh Valley, | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 |

| | | | | | |
|---|---|---|---|---|---|
| Schuylkill River East Side, | 261,796 | ..... | ..... | ..... | ..... |
| Schuylkill Valley Navigation Railroad, | 2,765 | 2,778 | 2,754 | 2,754 | 2,754 |
| Scootac, | ..... | ..... | ..... | 5,196 | 5,092 |
| Scottdale Connecting, | 6,658 | 14,468 | 12,920 | 10,472 | 17,286 |
| Scranton, Dunmore and Moosic Lake, | ..... | ..... | ..... | 495 | 18,852 |
| Scranton and Spring Brook, | 10,496 | 8,120 | 2,603 | 3,067 | 310 |
| Shamokin, Sunbury and Lewisburg, | 122,215 | 122,215 | 126,836 | 128,035 | 127,831 |
| Shamokin Valley and Pottsville, | 147,978 | 80,657 | 88,422 | 132,386 | 85,934 |
| Sharon, | 18,660 | 24,036 | 23,824 | 23,863 | 23,875 |
| Sharpsville, | 26,955 | 73,881 | 53,798 | 49,064 | 42,686 |
| Sheffield and Tionesta, | 4,730 | 38,257 | 45,772 | 40,868 | 38,034 |
| Shenango Valley, | 6,761 | ..... | 10,547 | ..... | ..... |
| Shinglehouse, | ..... | ..... | ..... | 3,000 | ..... |
| Slack Water Connecting, | 50 | 50 | 50 | 100 | 50 |
| Slate Run, | 41,853 | 53,796 | 38,543 | 63,813 | 50,973 |
| Smethport, | ..... | 95 | 228 | 86 | 61 |
| Smithfield and Masontown, | 223 | ..... | ..... | ..... | ..... |
| Somerset and Cambria, | 32,880 | ..... | ..... | ..... | ..... |
| South Branch, | 12,018 | 6,618 | ..... | ..... | ..... |
| South Fork, | 71,447 | 9,586 | 11,467 | ..... | ..... |
| Southern Pennsylvania Railway and Mining Co., | 44,419 | 44,474 | 44,022 | 44,805 | 44,077 |
| South Shore, | 20,412 | 24,631 | 33,446 | 25,200 | 24,947 |
| Southwest Connecting, | 634 | 2,058 | 2,329 | 2,020 | 3,462 |
| Southwest Pennsylvania, | 122,984 | 130,116 | 126,774 | 382,277 | 130,054 |
| Spring Creek, | ..... | ..... | 5,221 | ..... | ..... |
| State Line and Sullivan, | 37,457 | 137,171 | 31,526 | 24,042 | 18,309 |
| St. Clair Terminal, | ..... | ..... | 84,042 | 167,187 | 194.459 |
| St. Mary's and Western, | ..... | ..... | ..... | ..... | 15,706 |
| Stewart, | 3,481 | ..... | ..... | ..... | ..... |
| Stewartstown, | 10,405 | 15,845 | 11,210 | 11,236 | 17,892 |
| Stony Creek, | 31,083 | 64,741 | 70,150 | 66,469 | 58,959 |
| Susquehanna, Bloomsburg and Berwick, | ..... | ..... | 24,800 | 75,544 | 134,289 |
| Susquehanna and Buffalo, | 7,763 | 8,623 | 12,852 | 12,594 | 11,214 |
| Susquehanna Connecting, | 19,250 | 16,250 | 15,250 | 10,250 | 7,250 |
| Susquehanna and New York, | ..... | 81,616 | 50,167 | 158,170 | 184,792 |
| Susquehanna River Western, | ..... | ..... | ..... | 23,366 | 20,191 |
| Tamauqua, Hazleton and Northern, | 29,788 | 26,377 | 28,835 | 40,584 | 33,304 |
| Tionesta Valley, | 126,680 | 99,004 | 108,993 | 181,065 | 112,788 |
| Tionesta Valley and Hickory, | 4,573 | ..... | ..... | ..... | ..... |
| Tionesta Valley and Salmon Creek, | 7,896 | ..... | ..... | ..... | ..... |
| Tipton, | ..... | ..... | ..... | 43 | 4 |
| Trenton Cut-Off, | 500 | ..... | ..... | ..... | ..... |
| Trenton-Delaware Bridge Company, | 34,163 | 34,157 | 34,127 | 34,347 | ..... |

COMPARATIVE STATEMENT OF EXPENSES FOR FIVE YEARS—Continued.

| Name of Company. | 1900-1. | 1901-2. | 1902-3. | 1903-4. | 1904-5. |
|---|---|---|---|---|---|
| Tuscarora Valley, | 24,077 | 26,349 | 27,938 | 34,262 | 26,587 |
| Tyrone and Clearfield, | 58,018 | ..... | 58,729 | 6,663 | ..... |
| Union, | 1,548,133 | 1,784,537 | 1,861,648 | 1,649,455 | 1,757,441 |
| Ursina and North Fork, | 1,635 | 8,943 | 12,500 | 14,832 | 11,844 |
| Valley, | ..... | 4,789 | 3,513 | 3,418 | 12,712 |
| Valley Connecting, | 10,260 | 12,386 | 11,821 | 12,612 | 15,405 |
| Washington and Franklin, | 11,418 | 16,083 | 18,900 | 18,900 | ..... |
| Washington Run, | 24,405 | 26,127 | 23,868 | 27,707 | 24,593 |
| Waynesburg and Washington, | 89,625 | 113,606 | 115,051 | 118,813 | 128,858 |
| West Chester, | 4,715 | 4,715 | 3,750 | ..... | ..... |
| Western Allegheny, | ..... | ..... | ..... | 25,047 | 54,268 |
| Western Maryland, | 1,489,687 | 1,695,065 | 2,622,962 | 2,602,519 | 2,970,106 |
| Western New York and Pennsylvania, | 1,274,140 | 1,345,954 | 1,578,759 | 1,623,971 | 1,434,273 |
| Western Pennsylvania, | 192,645 | 196,212 | 150,901 | ..... | ..... |
| Western Washington, | ..... | ..... | ..... | 239 | 463 |
| West Side Belt, | 39,135 | 40,562 | 45,265 | 144,955 | 304,427 |
| Wheeling, Pittsburg and Baltimore, | 282,413 | ..... | ..... | ..... | ..... |
| Wilkes-Barre and Eastern, | 713,268 | 731,620 | 307,833 | 586,337 | 579,035 |
| Wilkes-Barre and Hazleton, | ..... | ..... | 15,468 | 121,416 | 119,213 |
| Wilkes-Barre and Scranton, | 26,175 | 26,371 | 26,128 | 26,000 | 26,168 |
| Williamsport and North Branch, | 110,278 | 117,763 | 169,009 | 164,884 | 156,152 |
| Williams Valley, | 22,799 | 22,919 | 25,388 | 40,892 | 26,097 |
| Wilmington and Northern, | 46,561 | 46,578 | 49,779 | 49,128 | 48,816 |
| Winfield, | ..... | ..... | 22,184 | 21,842 | 20,921 |
| Wyoming and Pond Creek, | ..... | ..... | ..... | 6,325 | 2,019 |
| York, Hanover and Frederick, | 13,682 | 14,276 | 20,067 | 27,975 | 32,008 |
| York Haven and Rowenna, | ..... | ..... | ..... | ..... | 71 |
| York Southern, | 60,748 | ..... | ..... | ..... | ..... |
| Youghiogheny, Northern, | 2,023 | 2,035 | 2,358 | 3,796 | 2,564 |
| Total, | $467,159,172 | $514,100,934 | $568,731,630 | $605,263,632 | $608,968,572 |

## PASSENGER RAILWAYS—TABLE A—STOCK AND DEBT.

| Name of Company. | Total amount of capital stock outstanding. | Total amount of funded debt outstanding. | Total amount of current liabilities. | Total capitalization and current liabilities. |
|---|---|---|---|---|
| Allentown and Reading Traction, | $250,000 | $550,000 | $319,535 | $1,119,535 |
| Altoona and Logan Valley, | 1,500,000 | 4,470,500 | 80,156 | 6,050,656 |
| Bangor and Portland Traction, | 130,000 | 130,000 | 1,814 | 261,814 |
| Beaver Valley Traction, | 1,075,000 | 1,500,000 | 45,395 | 2,620,395 |
| Blue Ridge Traction, | 200,000 | 250,000 | 53,619 | 503,619 |
| Bradford, | 130,000 | 120,500 | 40,598 | 291,098 |
| Butler, | 50,000 | 100,000 | 26,307 | 176,307 |
| Carbon, | 354,000 | 75,000 | 9,692 | 438,692 |
| Carlisle and Mount Holly, | 100,000 | 100,000 | 3,849 | 203,849 |
| Central Pennsylvania Traction, | 315,000 | ..... | 328,738 | 643,738 |
| Chambersburg and Gettysburg, | 225,000 | 225,000 | 11,480 | 461,480 |
| Chambersburg, Greencastle and Waynesboro, | 299,250 | 250,000 | 20,619 | 569,869 |
| Chester Traction, | 500,000 | 250,000 | 485,049 | 1,235,049 |
| Centre and Clearfield, | 312,300 | 459,800 | 24,586 | 796,686 |
| Citizens' Traction, Oil City, | 390,000 | 500,000 | 584,749 | 1,474,749 |
| Clairton, | 30,000 | ..... | ..... | 30,000 |
| Columbia and Montour, | 375,000 | 351,000 | 1,464 | 727,464 |
| Coatesville Traction, | 6,000 | ..... | 51,884 | 57,884 |
| Conestoga Traction, | 4,000,000 | 1,887,575 | 210,378 | 6,097,953 |
| Connellsville Suburban, | 25,000 | 175,000 | 11,581 | 211,581 |
| Conneaut and Erie Traction Co., | 800,000 | 1,129,000 | 57,292 | 1,986,292 |
| Danville and Bloomsburg, | 240,000 | 225,000 | 3,133 | 468,133 |
| Delaware County and Philadelphia, | 300,000 | 64,000 | 55,176 | 419,176 |
| Du Bois Traction, | 50,000 | 49,800 | 64,846 | 164,646 |
| East End, | 18,000 | 18,000 | 21,637 | 57,637 |

PASSENGER RAILWAYS—TABLE A—STOCK AND DEBT—Continued.

| Name of Company. | Total amount of capital stock outstanding. | Total amount of funded debt outstanding. | Total amount of current liabilities. | Total capitalization and current liabilities. |
|---|---|---|---|---|
| Easton Transit, | 300,000 | 302,500 | 287,330 | 889,830 |
| Erie Electric Motor, | 1,250,000 | 1,100,000 | 86,532 | 2,436,532 |
| Erie Rapid Transit, | 350,000 | 500,000 | ..... | 850,000 |
| Erie Traction, | 500,000 | 440,000 | 226,965 | 1,166,965 |
| Gettysburg Transit, | 100,000 | 110,000 | 40,587 | 250,587 |
| Greensburg and Southern, | 150,000 | ..... | 61,021 | 211,021 |
| Hanover and McSherrytown, | 30,000 | ..... | 16,600 | 46,600 |
| Highland Grove Traction, | 23,000 | ..... | 28,332 | 51,332 |
| Homestead and Mifflin, | 88,867 | 9,000 | 56,206 | 154,073 |
| Holmesburg, Tacony and Frankford, | 750,000 | 400,000 | 45,435 | 1,195,435 |
| Hummelstown and Campbellstown, | 50,000 | 150,000 | ..... | 200,000 |
| Jefferson Traction, | 354,000 | 349,000 | ..... | 703,000 |
| Jersey Shore, | 135,600 | ..... | 22,887 | 158,487 |
| Johnstown, | 2,000,000 | 1,930,000 | 114,471 | 4,044,471 |
| Kittanning and Leechburg, | 500,000 | 27,500 | 165,988 | 693,488 |
| Lake Erie Traction, | 101,000 | 400,000 | ..... | 501,000 |
| Lancaster and Southern, | 92,800 | ..... | 6,907 | 99,707 |
| Lancaster and York Furnace, | 170,150 | 109,500 | 10,000 | 289,650 |
| Lansdale and Norristown, | 300,000 | 300,000 | ..... | 600,000 |
| Latrobe, | 100,000 | 100,000 | 17,000 | 217,000 |
| Lebanon Valley, | 500,000 | 500,000 | 23,666 | 1,023,666 |
| Lehigh Traction, | 1,000,000 | 585,000 | 167,885 | 1,752,885 |
| Lehigh Valley Traction, | 2,991,200 | 2,772,500 | 1,554,790 | 7,318,490 |
| Lewisburg, Milton and Watsontown, | 150,000 | 150,000 | 28,913 | 328,913 |
| Lewistown and Reedsville, | 150,000 | 275,000 | 6,042 | 431,042 |

| | | | | |
|---|---|---|---|---|
| Lykens and Williams Valley, | 188,560 | 174,300 | 3,100 | 365,960 |
| Meadville and Cambridge Springs, | 300,000 | 300,000 | 3,804 | 603,804 |
| Meadville Traction, | 350,000 | 300,000 | 17,294 | 667,294 |
| Media, Middletown, Ashland and Chester, | 250,000 | 250,000 | 53,987 | 553,987 |
| Montgomery and Chester, | 55,000 | 100,000 | 60,551 | 215,551 |
| Montoursville, | 75,000 | 75,000 | 24,276 | 174,276 |
| Newtown, | 300,000 | 300,000 | 70,174 | 670,174 |
| Northampton Traction, | 500,000 | 397,000 | 63,984 | 960,984 |
| Norristown and Yardley, | 50,000 | ..... | 71,970 | 121,970 |
| Olean, Rock City and Bradford, | 210,000 | 200,000 | 52,338 | 462,338 |
| Patterson Heights, | 6,000 | ..... | 6,860 | 12,860 |
| Pennsylvania and Mahoning Valley, | 8,000,000 | 2,500,000 | 1,319,101 | 11,819,101 |
| People's, Nanticoke and Newport, | 100,000 | 92,500 | 35,279 | 227,779 |
| Philadelphia, Bristol and Trenton, | 1,000,000 | 650,000 | 52,628 | 1,702,628 |
| Philadelphia and Chester, | 350,000 | 350,000 | 39,500 | 739,500 |
| Philadelphia and Easton, | 975,000 | 975,000 | 147,112 | 2,097,112 |
| Philadelphia and Lehigh Valley, | 1,500,000 | 2,100,000 | 891,649 | 4,491,649 |
| Philadelphia Rapid Transit, | 11,972,320 | ..... | 6,511,224 | 18,483,544 |
| Philadelphia and West Chester Traction, | 597,200 | 730,000 | 69,511 | 1,396,711 |
| Pittsburg, McKeesport and Greensburg, | 1,030,000 | 1,250,000 | 25,047 | 2,305,047 |
| Pittsburg, McKeesport and Connellsville, | 3,000,000 | 3,036,425 | 311,937 | 6,348,362 |
| Pittsburg Railways | 5,000,000 | 5,254,000 | 3,578,916 | 13,832,916 |
| Pottsville Union Traction, | 1,250,000 | 735,000 | ..... | 1,985,000 |
| Ringing Rocks, | 50,000 | 50,000 | 58,303 | 158,303 |
| Schuylkill Railway, | 400,000 | 264,000 | 1,060,446 | 1,724,446 |
| Schuylkill Traction, | 2,000,000 | 605,000 | 80,008 | 2,685,008 |
| Schuylkill Valley Traction, | 500,000 | 345,000 | 462,089 | 1,307,089 |
| Scranton, | 3,500,000 | 3,000,000 | 104,430 | 6,604,430 |
| Sharon and New Castle, | 120,000 | 120,000 | 44,926 | 284,926 |
| Sharon and Wheatland, | 50,000 | 50,000 | 144,169 | 244,169 |
| Shamokin and Edgewood, | 60,000 | 60,000 | 10,300 | 130,300 |
| Shamokin and Mt. Carmel, | 698,350 | 304,300 | 8,500 | 1,011,150 |
| Slate Belt, | 360,000 | 360,000 | 13,908 | 733,908 |
| South Side, Williamsport, | 25,000 | 25,000 | 5,494 | 55,494 |
| Southwestern, | 400,000 | 400,000 | 193,006 | 993,006 |
| Stroudsburg, | 70,000 | 8,000 | 2,525 | 80,525 |
| Sunbury and Northumberland, | 125,000 | 5,000 | 89,467 | 219,467 |
| Susquehanna Traction, | 200,000 | 100,000 | 1,000 | 301,000 |
| Tamaqua and Lansford, | 350,000 | 200,000 | 31,720 | 581,720 |
| Tarentum Traction, | 48,750 | 100,000 | 281,801 | 430,551 |
| Titusville Electric Traction, | 100,000 | 100,000 | 139,081 | 339,081 |
| Uniontown and Monongahela Valley, | 36,000 | ..... | 276,745 | 312,745 |
| United Traction of Reading, | 400,000 | 149,900 | 1,149,669 | 1,699,569 |

| | | | | |
|---|---|---|---|---|
| Valley, | 150,000 | 150,000 | 151,140 | 451,140 |
| Valley Traction, | 850,050 | 547,400 | 20,977 | 1,418,427 |
| Vallamont Traction, | 101,700 | 100,000 | 33,890 | 235,590 |
| Warren, | 200,000 | 225,000 | 59,164 | 484,164 |
| Washington and Canonsburg, | 1,000,000 | 650,000 | 70,750 | 1,720,750 |
| Waverly, Sayre and Athens Traction, | 200,000 | 150,000 | 16,303 | 366,303 |
| West Penn Railways, b, | 6,000,000 | 3,026,000 | 25,534 | 9,051,534 |
| West Chester, | 350,000 | 500,000 | 52,986 | 902,986 |
| West Chester, Kennett and Wilmington, | 600,000 | 420,000 | ..... | 1,020,000 |
| Webster, Monessen, Belle Vernon and Fayette City, | 300,000 | 169,000 | 17,775 | 486,775 |
| Whitehall, | 100,000 | ..... | 94 | 100,094 |
| Wilkes-Barre, Dallas and Harvey's Lake, | 200,000 | 150,000 | 42,761 | 392,761 |
| Wilkes-Barre and Wyoming Valley Traction, | 5,000,000 | 2,062,000 | 819,969 | 7,881,969 |
| Williamsport, | 338,550 | 169,000 | 64,719 | 572,269 |
| Wrightsville and York, | 66,000 | ..... | 85,975 | 151,975 |
| Westmoreland County, | 500,000 | 250,000 | 86,000 | 836,000 |
| Yardley, Morrisville and Trenton, | 100,000 | 100,000 | 37,835 | 237,835 |
| York, | 300,000 | 150,000 | 123,235 | 573,235 |
| York and Dallastown, | 106,000 | ..... | 1,001 | 107,001 |
| York and Dover, | 121,000 | 6,667 | ..... | 127,667 |
| York Haven, | 26,000 | ..... | 145,121 | 171,121 |
| Youngsville and Sugar Grove, | 74,200 | ..... | 14,894 | 89,094 |
| Total, | $87,046,847 | $58,230,667 | $24,919,086 | $170,196,600 |

b This report for the three months ending June 30, 1905.

PASSENGER RAILWAYS—TABLE B—ASSETS.

| Name of Company. | Total cost of road and equipment. | Stocks and bonds of other companies owned. | Cash and current assets. | Other assets. | Total assets. |
|---|---|---|---|---|---|
| Allentown and Reading Traction, | $1,033,690 | ..... | $1,191 | ..... | $1,034,881 |
| Altoona and Logan Valley, | 3,992,392 | $113,750 | 444,562 | $1,500,000 | 6,050,704 |
| Bangor and Portland Traction, | 260,000 | ..... | 2,494 | ..... | 262,494 |
| Beaver Valley Traction, | 2,349,833 | 215,388 | 157,462 | ..... | 2,722,683 |
| Blue Ridge Traction, | 481,996 | ..... | 2,373 | ..... | 484,369 |
| Bradford, | 292,931 | ..... | 6,870 | 12,050 | 311,851 |
| Butler, | 208,519 | ..... | 9,258 | ..... | 217,777 |
| Carbon, | 405,485 | ..... | 31,137 | ..... | 436,622 |
| Carlisle and Mount Holly, | 216,375 | ..... | 3,426 | ..... | 219,801 |
| Central Pennsylvania Traction, | 371,865 | 175,104 | 96,769 | ..... | 643,738 |
| Chambersburg and Gettysburg, | 416,196 | 33,804 | 13,222 | ..... | 463,222 |
| Chambersburg, Greencastle and Waynesboro, | 281,102 | 89,828 | 5,392 | 197,000 | 573,322 |
| Chester Traction, | 962,338 | 200,108 | 129,109 | ..... | 1,291,555 |
| Centre and Clearfield, | 451,601 | ..... | 8,028 | ..... | 459,629 |
| Citizens' Traction, Oil City, | 1,182,044 | 90,000 | 86,040 | 311,005 | 1,619,089 |
| Clairton, | 26,987 | ..... | 2,866 | ..... | 29,853 |
| Columbia and Montour, | 753,639 | ..... | 1,877 | ..... | 755,516 |
| Coatesville Traction, | 57,300 | ..... | 4,208 | ..... | 61,508 |
| Conestoga Traction, | 4,365,304 | 731,200 | 50,520 | 921,651 | 6,068,675 |
| Connellsville Suburban, | 39,007 | 175,000 | 2,368 | ..... | 216,375 |
| Conneaut and Erie, | 1,734,551 | 61,000 | 88,198 | ..... | 1,883,749 |
| Danville and Bloomsburg, | 465,000 | ..... | 2,420 | ..... | 467,420 |
| Delaware County and Philadelphia, | 419,909 | ..... | 19,988 | ..... | 439,897 |
| Du Bois Traction, | 162,584 | 33,000 | 3,849 | ..... | 199,433 |
| East End, | 39,826 | ..... | 2,437 | ..... | 42,263 |

PASSENGER RAILWAYS—TABLE B—ASSETS—Continued.

| Name of Company. | Total cost of road and equipment. | Stocks and bonds of other companies owned. | Cash and current assets. | Other assets. | Total assets. |
|---|---|---|---|---|---|
| Easton Transit, | 785,368 | 6,285 | 164,678 | ..... | 956,331 |
| Erie Electric Motor | 1,155,154 | 1,097,598 | 234,894 | ..... | 2,487,646 |
| Erie Rapid Transit, | 850,000 | ..... | ..... | ..... | 850,000 |
| Erie Traction, | 1,104,891 | ..... | 2,421 | ..... | 1,107,312 |
| Gettysburg Transit, | 219,700 | 318 | 1,575 | ..... | 221,593 |
| Greensburg and Southern, | 209,074 | ..... | 928 | ..... | 210,002 |
| Hanover and McSherrytown, | 58,534 | ..... | 559 | ..... | 59,093 |
| Highland Grove Traction, | 45,048 | ..... | 1,419 | ..... | 46,467 |
| Homestead and Mifflin, | 155,588 | ..... | 548 | ..... | 156,136 |
| Holmesburg, Tacony and Frankford, | 1,170,523 | ..... | 17,675 | ..... | 1,188,198 |
| Hummelstown and Campbellstown, | 185,341 | ..... | 381 | ..... | 185,722 |
| Jefferson Traction, | 701,754 | ..... | 11,865 | ..... | 713,619 |
| Jersey Shore, | 157,832 | ..... | 1,784 | ..... | 159,616 |
| Johnstown, | 4,052,744 | ..... | 37,630 | ..... | 4,090,374 |
| Kittanning and Leechburg, | 609,540 | ..... | 82,457 | 1,491 | 693,488 |
| Lake Erie Traction, | a 501,000 | ..... | ..... | ..... | 501,000 |
| Lancaster and Southern, | 92,800 | ..... | 7,134 | ..... | 99,934 |
| Lancaster and York Furnace, | 279,606 | ..... | 6,285 | ..... | 285,891 |
| Lansdale and Norristown, | 600,000 | ..... | ..... | ..... | 600,000 |
| Latrobe, | 99,114 | 25,000 | 2,315 | 101,400 | 227,829 |
| Lebanon Valley, | 1,018,076 | ..... | 17,552 | ..... | 1,035,628 |
| Lehigh Traction, | 826,876 | 9,171 | 1,050,257 | ..... | 1,886,304 |
| Lehigh Valley Traction, | 3,144,461 | 2,800,910 | 671,427 | ..... | 6,616,798 |
| Lewisburg, Milton and Watsontown, | 303,804 | ..... | 2,710 | ..... | 306,514 |
| Lewistown and Reedsville, | 458,640 | 30,000 | 375 | ..... | 489,015 |
| Lykens and Williams Valley, | 369,560 | ..... | 1,266 | ..... | 370,826 |

| | | | | | |
|---|---|---|---|---|---|
| Meadville and Cambridge Springs, | 310,248 | 300,000 | 346 | ..... | 610,594 |
| Meadville Traction, | 304,400 | 350,000 | 601 | 3,082 | 658,083 |
| Media, Middletown, Ashland and Chester, | 504,654 | ..... | 4,280 | ..... | 508,934 |
| Montgomery and Chester, | 195,479 | ..... | 1,215 | ..... | 196,694 |
| Montoursville, | 152,736 | ..... | 10,665 | 100 | 163,501 |
| Newtown, | 622,515 | ..... | 1,235 | ..... | 623,750 |
| Northampton Traction, | 961,680 | ..... | 605 | ..... | 962,285 |
| Norristown and Yardley, | 121,970 | ..... | ..... | ..... | 121,970 |
| Olean, Rock City and Bradford, | 467,373 | ..... | 5,060 | 12,420 | 484,853 |
| Patterson Heights, | 9,254 | ..... | ..... | ..... | 9,254 |
| Pennsylvania and Mahoning Valley, | 3,543,939 | 6,665,004 | 1,047,313 | 141,525 | 11,397,781 |
| People's Nanticoke and Newport, | 226,967 | ..... | 6,281 | ..... | 233,248 |
| Philadelphia, Bristol and Trenton, | 1,678,336 | ..... | 6,072 | ..... | 1,684,408 |
| Philadelphia and Chester, | 671,963 | ..... | 2,379 | ..... | 674,342 |
| Philadelphia and Easton, | 1,950,000 | ..... | 77,562 | ..... | 2,027,562 |
| Philadelphia and Lehigh Valley, | 2,460,622 | 1,593,166 | 208,247 | ..... | 4,262,035 |
| Philadelphia Rapid Transit, | 12,867,220 | 1,635,559 | 2,467,620 | 2,244,029 | 19,214,428 |
| Philadelphia and West Chester Traction, | 1,234,863 | 73,875 | 71,589 | 25,250 | 1,405,577 |
| Pittsburg, McKeesport and Greensburg, | 2,284,302 | ..... | 42,102 | ..... | 2,326,404 |
| Pittsburg, McKeesport and Connellsville, | 6,273,986 | ..... | 95,759 | ..... | 6,369,745 |
| Pittsburg Railways, | 2,261,918 | 5,124,699 | 2,020,641 | *4,394,830 | 13,802,088 |
| Pottsville Union Traction, | ..... | 1,693,062 | 17,836 | 290,175 | 2,001,073 |
| Ringing Rocks, | 114,870 | ..... | ..... | ..... | 114,870 |
| Schuylkill Railway, | 1,736,234 | ..... | 11,505 | ..... | 1,747,739 |
| Schuylkill Traction, | 2,670,793 | ..... | 6,236 | ..... | 2,677,029 |
| Schuylkill Valley Traction, | 596,601 | 608,631 | 40,112 | ..... | 1,245,344 |
| Scranton, | 5,519,247 | 1,085,132 | 211,402 | ..... | 6,815,781 |
| Sharon and New Castle, | 256,661 | ..... | 15,510 | ..... | 272,171 |
| Sharon and Wheatland, | 227,817 | ..... | 24,498 | ..... | 252,315 |
| Shamokin and Edgewood, | 92,649 | ..... | 670 | *60,000 | 153,319 |
| Shamokin and Mt. Carmel, | 1,077,268 | ..... | 16,393 | ..... | 1,093,661 |
| Slate Belt, | 720,000 | ..... | 13,908 | ..... | 733,908 |
| South Side, Williamsport, | 51,240 | ..... | 9,234 | ..... | 60,474 |
| Southwestern, | 920,578 | ..... | 8,023 | ..... | 928,601 |
| Stroudsburg, | 73,326 | ..... | 619 | 6,350 | 80,295 |
| Sunbury and Northumberland, | 195,682 | ..... | ..... | ..... | 195,682 |
| Susquehanna Traction, | 300,000 | ..... | 3,555 | ..... | 303,555 |
| Tamaqua and Lansford, | 587,118 | ..... | 26,572 | ..... | 613,690 |
| Tarentum Traction, | 463,669 | ..... | 12,957 | ..... | 476,626 |
| Titusville Electric Traction, | 178,713 | ..... | 167,249 | ..... | 345,962 |
| Uniontown and Monongahela Valley Electric Railway Co., | 327,287 | ..... | 316 | ..... | 327,603 |
| United Traction of Reading, | 665,271 | 819,008 | 239,288 | ..... | 1,723,567 |
| Valley, | 434,453 | ..... | 1,905 | ..... | 436,358 |
| Valley Traction, | ..... | 1,323,500 | 121,715 | ..... | 1,445,215 |

PASSENGER RAILWAYS—TABLE B—ASSETS—Continued.

| Name of Company. | Total cost of road and equipment. | Stocks and bonds of other companies owned. | Cash and current assets. | Other assets. | Total assets. |
|---|---|---|---|---|---|
| Vallamont Traction, | 218,837 | ..... | 16,532 | ..... | 235,369 |
| Warren, | 499,889 | ..... | 5,973 | ..... | 505,862 |
| Washington and Canonsburg, | 1,675,665 | ..... | 175,360 | ..... | 1,851,025 |
| Waverly, Sayre and Athens Traction, | 356,274 | ..... | 7,597 | ..... | 363,871 |
| Webster, Monessen, Belle Vernon and Fayette City, | 491,166 | ..... | 1,731 | ..... | 492,897 |
| West Penn Railways, b, | 6,608,206 | ..... | 2,485,718 | ..... | 9,093,924 |
| West Chester, | 781,234 | 95,750 | 35,503 | ..... | 912,487 |
| West Chester, Kennett and Wilmington, | 1,020,204 | ..... | 3,133 | ..... | 1,023,337 |
| Westmoreland County, | 749,757 | ..... | 88,575 | ..... | 838,332 |
| Whitehall, | 100,140 | ..... | 792 | ..... | 100,932 |
| Wilkes-Barre, Dallas and Harvey's Lake, | 375,958 | ..... | 12,133 | ..... | 388,091 |
| Wilkes-Barre and Wyoming Valley Traction, | 7,886,574 | ..... | 151,877 | ..... | 8,038,451 |
| Williamsport, | 625,093 | ..... | 55,964 | ..... | 681,057 |
| Wrightsville and York, | 164,879 | ..... | 9,934 | ..... | 174,813 |
| Yardley, Morrisville and Trenton, | 229,441 | ..... | 455 | ..... | 229,896 |
| York, | 564,683 | 6,000 | 11,672 | ..... | 582,355 |
| York and Dallastown, | 106,564 | ..... | 6,347 | ..... | 112,911 |
| York and Dover, | 132,191 | ..... | 714 | ..... | 132,905 |
| York Haven, | 170,926 | ..... | 16,449 | ..... | 187,375 |
| Youngsville and Sugar Grove, | 86,111 | ..... | 489 | ..... | 86,600 |
| Total, | $119,283,196 | $27,260,850 | $13,550,222 | $10,222,358 | $170,316,626 |

*Includes property and franchises acquired.
a Cost of road and equipment not being given, amount of capital stock and funded debt is inserted.
b This report for three months ending June 30, 1905.
c This amount included $1,690,000 paid for roads formerly operated by Schuylkill Traction Company.

## PASSENGER RAILWAYS—TABLE C—INCOME.

| Name of Company. | Gross earnings from operations. | Income from other sources. | Total income |
|---|---|---|---|
| Allentown and Reading Traction, | $136,326 | $9,373 | $145,699 |
| Altoona and Logan Valley, | 415,764 | 23,446 | 439,210 |
| Bangor and Portland Traction, | 22,495 | ..... | 22,495 |
| Beaver Valley Traction, | 244,275 | ..... | 244,275 |
| Blue Ridge Traction, | 9,134 | ..... | 9,134 |
| Bradford, | 63,354 | ..... | 63,354 |
| Butler, | 64,264 | ..... | 64,264 |
| Carbon, | 14,060 | ..... | 14,060 |
| Carlisle and Mt. Holly, | 21,193 | ..... | 21,193 |
| Central Pennsylvania Traction, | 527,382 | 2,144 | 529,526 |
| Chambersburg and Gettysburg, | 8,103 | ..... | 8,103 |
| Chambersburg, Greencastle and Waynesboro, | 41,252 | ..... | 41,252 |
| Chester Traction, | 302,906 | 207 | 303,113 |
| Centre and Clearfield, | 48,979 | ..... | 48,979 |
| Citizens' Traction, Oil City, | 186,592 | ..... | 186,592 |
| Clairton, | 582 | ..... | 582 |
| Columbia and Montour, | 64,150 | 863 | 65,013 |
| Coatesville Traction, | 6,058 | ..... | 6,058 |
| Conestoga Traction, | 523,160 | 1,918 | 525,078 |
| Connellsville Suburban, | 15,102 | ..... | 15,102 |
| Conneaut and Erie Traction Company, | 77,130 | ..... | 77,130 |
| Danville and Bloomsburg, | 16,369 | ..... | 16,369 |
| Delaware County and Philadelphia, | 89,852 | 134 | 89,986 |
| Du Bois Traction, | 33,117 | ..... | 33,117 |
| East End, | 15,243 | ..... | 15,243 |
| Easton Transit, | 251,365 | ..... | 251,365 |
| Erie Electric Motor, | 262,367 | ..... | 262,367 |

PASSENGER RAILWAYS—TABLE C—INCOME.

| Name of Company. | Gross earnings from operations. | Income from other sources. | Total income |
|---|---|---|---|
| Erie Rapid Transit, | 43,318 | ..... | 43,318 |
| Erie Traction, | 65,279 | ..... | 65,279 |
| Gettysburg Transit, | 6,204 | ..... | 6,204 |
| Greensburg and Southern, | 13,587 | ..... | 13,587 |
| Hanover and McSherrytown, | 16,224 | ..... | 16,224 |
| Highland Grove Traction, | 11,793 | ..... | 11,793 |
| Homestead and Mifflin, | 19,388 | 224 | 19,612 |
| Holmesburg, Tacony and Frankford, | 100,805 | 149 | 100,954 |
| Hummelstown and Campbellstown, | 5,996 | ..... | 5,996 |
| Jefferson Traction, | 104,975 | ..... | 104,975 |
| Jersey Shore, | 22,825 | ..... | 22,825 |
| Johnstown, | 341,189 | ..... | 341,189 |
| Kittanning and Leechburg, | 44,015 | ..... | 44,015 |
| Lake Erie Traction, | 16,922 | ..... | 16,922 |
| Lancaster and Southern, | 2,027 | 20 | 2,047 |
| Lancaster and York Furnace, | 28,335 | ..... | 28,335 |
| Lansdale and Norristown, | 32,948 | ..... | 32,948 |
| Latrobe, | 25,005 | ..... | 25,005 |
| Lebanon Valley, | 82,043 | 105 | 82,148 |
| Lehigh Traction, | 166,544 | ..... | 166,544 |
| Lehigh Valley Traction, | 605,518 | 10,828 | 616,346 |
| Lewisburg, Milton and Watsontown, | 23,053 | 73 | 23,126 |
| Lewistown and Reedsville, | 78,193 | ..... | 78,193 |
| Lykens and Williams Valley, | 21,295 | 14,055 | 35,350 |
| Meadville and Cambridge Springs, | 42,043 | ..... | 42,043 |
| Meadville Traction, | 39,700 | ..... | 39,700 |
| Media, Middletown, Ashton and Chester, | 91,206 | ..... | 91,206 |

| | | | |
|---|---|---|---|
| Montgomery and Chester, | 18,778 | ..... | 18,778 |
| Montoursville, | 18,883 | 23 | 18,856 |
| Newtown, | 56,820 | ..... | 56,820 |
| Northampton Traction, | 91,949 | 76 | 92,025 |
| Norristown and Yardley, | 10,814 | ..... | 10,814 |
| Olean, Rock City and Bradford, | 63,400 | ..... | 63,400 |
| Patterson Heights, | 2,715 | ..... | 2,715 |
| Pennsylvania and Mahoning Valley, | 174,502 | 77 | 174,579 |
| People's, Nanticoke and Newport, | *45,898 | 6,711 | 52,609 |
| Philadelphia, Bristol and Trenton, | 71,563 | ..... | 71,563 |
| Philadelphia and Chester, | 23,990 | 18 | 24,008 |
| Philadelphia and Easton, | 57,220 | ..... | 57,220 |
| Philadelphia and Lehigh Valley, | 213,464 | 577 | 214,041 |
| Philadelphia Rapid Transit, | 16,381,750 | 11,850 | 16,393,600 |
| Philadelphia and West Chester Traction, | 182,737 | ..... | 182,737 |
| Pittsburg, McKeesport and Greensburg, | 168,541 | ..... | 168,541 |
| Pittsburg, McKeesport and Connellsville, | 403,503 | 885 | 404,388 |
| Pittsburg Railways, | 8,751,830 | 393,284 | 9,145,114 |
| Pottsville Union Traction, | 218,124 | 21,540 | 239,664 |
| Ringing Rocks, | 6,040 | ..... | 6,040 |
| Schuylkill Railway, | 38,210 | ..... | 38,210 |
| Schuylkill Traction, | 133,770 | ..... | 133,770 |
| Schuylkill Valley Traction, | 319,919 | 305 | 320,224 |
| Scranton, | 916,684 | ..... | 916,684 |
| Sharon and New Castle, | 29,401 | ..... | 29,401 |
| Sharon and Wheatland, | 46,433 | ..... | 46,433 |
| Shamokin and Edgewood, | 28,711 | 3,259 | 31,970 |
| Shamokin and Mt. Carmel, | 95,049 | 18,520 | 113,569 |
| Slate Belt, | 44,586 | ..... | 44,586 |
| South Side, Williamsport, | 19,874 | ..... | 19,874 |
| Southwestern, | 55,787 | 17 | 55,804 |
| Stroudsburg, | 12,088 | ..... | 12,088 |
| Sunbury and Northumberland, | 7,646 | ..... | 7,646 |
| Susquehanna Traction, | 26,586 | ..... | 26,586 |
| Tamaqua and Lansford, | 128,308 | 450 | 128,758 |
| Tarentum Traction, | 64,859 | ..... | 64,859 |
| Titusville Electric Traction, | 39,103 | ..... | 39,103 |
| Uniontown and Monongahela Valley, | 49,249 | ..... | 49,249 |
| Vallamont Traction, | 33,798 | ..... | 33,798 |
| United Traction of Reading, | 657,970 | 8,141 | 666,111 |
| Valley, | 43,091 | ..... | 43,091 |
| Valley Traction, | 143,643 | ..... | 143,643 |
| Warren, | 90,147 | ..... | 90,147 |

PASSENGER RAILWAYS—TABLE C—INCOME—Continued.

| Name of Company. | Gross earnings from operations. | Income from other sources. | Total income. |
|---|---|---|---|
| Washington and Canonsburg, | 106,756 | ..... | 106,756 |
| Waverly, Sayre and Athens Traction, | 64,156 | 437 | 64,593 |
| West Penn Railways, b | 184,914 | 43,673 | 228,587 |
| West Chester, | 66,532 | ..... | 66,532 |
| West Chester, Kennett and Wilmington, | 3,315 | 1,145 | 4,460 |
| Webster, Monessen, Belle Vernon and Fayette City, | 30,692 | 191 | 30,883 |
| Whitehall, | 6,106 | ..... | 6,106 |
| Wilkes-Barre, Dallas and Harvey's Lake, | 57,008 | 82 | 57,090 |
| Wilkes-Barre and Wyoming Valley Traction, | 831,675 | 8,392 | 840,067 |
| Williamsport, | 116,231 | ..... | 116,231 |
| Wrightsville and York, | 51,257 | ..... | 51,257 |
| Westmoreland County, | 10,343 | 60 | 10,403 |
| Yardley, Morrisville and Trenton, | 29,634 | ..... | 29,634 |
| York, | 145,876 | 150 | 146,026 |
| York and Dallastown, | 32,343 | ..... | 32,343 |
| York and Dover, | 26,909 | ..... | 26,909 |
| York Haven, | 36,270 | ..... | 36,270 |
| Youngsville and Sugar Grove, | 7,003 | ..... | 7,003 |
| Total, | $37,305,407 | $583,402 | $37,888,809 |

b This report for 3 months ending June 30, 1905.

## PASSENGER RAILWAYS—TABLE D—DISBURSEMENTS.

| Name of Company. | Operating expenses. | Taxes. | Interest. | Rentals. | Other expenses. | Dividends. | Total. |
|---|---|---|---|---|---|---|---|
| Allentown and Reading Traction, | $72,741 | ..... | $27,500 | $10,000 | $16,038 | ..... | $126,279 |
| Altoona and Logan Valley, | 196,388 | $17,700 | 136,025 | 2,500 | ..... | $86,550 | 439,163 |
| Bangor and Portland Traction, | 15,528 | ..... | 6,500 | ..... | ..... | ..... | 22,028 |
| Beaver Valley Traction, | 131,629 | 10,654 | 78,253 | 1,433 | ..... | ..... | 221,969 |
| Blue Ridge Traction, | 12,164 | 1 | 1,770 | ..... | 376 | ..... | 14,311 |
| Bradford, | 37,928 | 1,164 | 8,689 | ..... | ..... | ..... | 47,781 |
| Butler, | 38,412 | 398 | 5,000 | ..... | ..... | ..... | 43,810 |
| Carbon, | 14,660 | 243 | 727 | ..... | 500 | ..... | 16,130 |
| Carlisle and Mount Holly, | 11,597 | 157 | 5,000 | ..... | 264 | ..... | 17,018 |
| Central Pennsylvania Traction, | 273,135 | 43,477 | 5,190 | 189,705 | 54,081 | ..... | 565,588 |
| Chambersburg and Gettysburg, | 6,361 | ..... | ..... | ..... | ..... | ..... | 6,361 |
| Chambersburg, Greencastle and Waynesboro, | 22,108 | 112 | 12,273 | ..... | 311 | 2,996 | 37,800 |
| Chester Traction, | 229,234 | 10,435 | 12,500 | 49,050 | ..... | ..... | 301,219 |
| Centre and Clearfield, | 31,350 | 107 | 23,778 | ..... | ..... | ..... | 55,235 |
| Citizens' Traction, Oil City, | 144,476 | 424 | ..... | ..... | ..... | ..... | 144,900 |
| Clairton, | 728 | ..... | ..... | ..... | ..... | ..... | 728 |
| Columbia and Montour, | 34,278 | 469 | 17,465 | ..... | 100 | 7,500 | 59,812 |
| Coatesville Traction, | 3,418 | ..... | ..... | ..... | ..... | ..... | 3,418 |
| Conestoga Traction, | 277,732 | 23,545 | 88,130 | 82,728 | 28,276 | ..... | 500,411 |
| Connellsville Suburban, | 10,654 | 635 | 5,438 | ..... | 194 | ..... | 16,921 |
| Conneaut and Erie Traction Company, | 55,840 | 235 | 40,000 | ..... | ..... | ..... | 96,075 |
| Danville and Bloomsburg, | 13,949 | ..... | 3,133 | ..... | ..... | ..... | 17,082 |
| Delaware County and Philadelphia, | 62,171 | 3,205 | 3,840 | ..... | ..... | 21,000 | 90,216 |
| Du Bois Traction, | 19,782 | 68 | 1,134 | ..... | ..... | ..... | 20,984 |
| East End, | 12,428 | 420 | 1,008 | ..... | ..... | ..... | 13,856 |
| Easton Transit, | 203,101 | 5,168 | 18,093 | 18,658 | ..... | ..... | 245,020 |
| Erie Electric Motor, | 174,715 | 2,905 | 61,751 | ..... | ..... | ..... | 239,371 |

PASSENGER RAILWAYS—TABLE D—DISBURSEMENTS—Continued.

| Name of Company. | Operating expenses. | Taxes. | Interest. | Rentals. | Other expenses. | Dividends. | Total. |
|---|---|---|---|---|---|---|---|
| Erie Rapid Transit, | 37,528 | ..... | ..... | ..... | ..... | ..... | 37,528 |
| Erie Traction, | 52,699 | 545 | 25,877 | 6,000 | 163 | ..... | 85,284 |
| Gettysburg Transit, | 4,037 | 325 | ..... | ..... | ..... | ..... | 4,362 |
| Greensburg and Southern, | 12,391 | 668 | ..... | ..... | ..... | ..... | 13,059 |
| Hanover and McSherrystown, | 10,993 | 353 | 491 | ..... | ..... | 1,800 | 13,637 |
| Highland Grove Traction, | 11,924 | 106 | 823 | ..... | ..... | ..... | 12,853 |
| Homestead and Mifflin, | 15,871 | 137 | 308 | ..... | ..... | ..... | 16,316 |
| Holmesburg, Tacony and Frankford, | 78,286 | 3,214 | 20,000 | ..... | ..... | ..... | 101,500 |
| Hummelstown and Campbellstown, | 5,274 | ..... | ..... | ..... | 340 | ..... | 5,614 |
| Jefferson Traction, | 87,043 | 978 | 10,470 | ..... | ..... | 18,450 | 116,941 |
| Jersey Shore, | 15,581 | 600 | 692 | ..... | ..... | 6,500 | 23,373 |
| Johnstown, | 181,050 | 12,000 | 86,791 | ..... | ..... | 40,000 | 319,841 |
| Kittanning and Leechburg, | 20,890 | 841 | 10,448 | ..... | 11,836 | ..... | 44,015 |
| Lake Erie Traction, | 16,867 | ..... | ..... | ..... | ..... | ..... | 16,867 |
| Lancaster and Southern, | 1,803 | 17 | ..... | ..... | ..... | ..... | 1,820 |
| Lancaster and York Furnace, | 22,557 | 1,042 | 3,583 | ..... | ..... | ..... | 27,182 |
| Lansdale and Norristown, | 31,520 | 690 | ..... | ..... | ..... | ..... | 32,210 |
| Latrobe, | 14,119 | 726 | 6,403 | ..... | ..... | ..... | 21,248 |
| Lebanon Valley, | 46,387 | 2,481 | 25,000 | ..... | ..... | 5,000 | 78,868 |
| Lehigh Traction, | 115,112 | 4,317 | 29,886 | ..... | 2,916 | ..... | 152,231 |
| Lehigh Valley Traction, | 415,566 | 13,128 | 123,926 | 34,207 | 5,897 | ..... | 592,724 |
| Lewisburg, Milton and Watsontown, | 22,398 | 598 | 7,500 | ..... | ..... | ..... | 30,496 |
| Lewistown and Reedsville, | 37,036 | 1,390 | 13,864 | ..... | ..... | 7,500 | 59,790 |
| Lykens and Williams Valley, | 11,639 | 2,029 | 17,115 | ..... | 1,100 | ..... | 31,883 |
| Meadville and Cambridge Springs, | 26,795 | ..... | 15,000 | ..... | ..... | ..... | 41,795 |
| Meadville Traction, | 28,196 | ..... | 15,000 | ..... | ..... | ..... | 43,196 |
| Media, Middletown, Ashton and Chester, | 74,882 | 1,462 | 18,300 | 17,838 | ..... | ..... | 112,482 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Montgomery and Chester, | 17,697 | 149 | 5,024 | ..... | 35 | ..... | 22,905 |
| Montoursville, | 14,460 | 207 | 3,750 | ..... | ..... | ..... | 18,417 |
| Newtown, | 47,442 | ..... | 5,935 | 5,685 | 818 | ..... | 59,880 |
| Northampton Traction, | 65,422 | ..... | 595 | 20,000 | ..... | ..... | 86,017 |
| Newton and Yardley, | 13,832 | 90 | ..... | ..... | ..... | ..... | 13,922 |
| Olean, Rock City and Bradford, | 45,273 | 935 | 12,470 | ..... | ..... | ..... | 58,678 |
| Patterson Heights, | 3,099 | ..... | 202 | ..... | ..... | ..... | 3,301 |
| Pennsylvania and Mahoning Valley, | 120,758 | 6,149 | 125,000 | ..... | ..... | 112,500 | 364,407 |
| People's, Nanticoke and Newport, | 28,324 | 878 | 5,910 | ..... | 13,150 | ..... | 48,262 |
| Philadelphia, Bristol and Trenton, | 48,413 | 1,308 | 21,896 | ..... | ..... | ..... | 71,617 |
| Philadelphia and Chester, | 24,457 | 1,247 | 17,500 | ..... | ..... | ..... | 43,204 |
| Philadelphia and Easton, | 62,252 | ..... | 49,750 | ..... | 14,768 | ..... | 126,770 |
| Philadelphia and Lehigh Valley, | 177,249 | 10,699 | 80,690 | 15,000 | ..... | ..... | 283,638 |
| Philadelphia Rapid Transit, | 8,202,412 | 966,535 | 447,446 | 6,596,189 | 72,808 | ..... | 16,285,390 |
| Philadelphia and West Chester Traction, | 123,190 | 6,762 | 26,803 | 7,343 | ..... | 23,837 | 187,935 |
| Pittsburg, McKeesport and Greensburg, | 87,158 | 2,244 | 59,937 | ..... | ..... | ..... | 149,339 |
| Pittsburg, McKeesport and Connellsville, | 237,775 | 4,790 | 113,287 | ..... | ..... | ..... | 355,852 |
| Pittsburg Railways, | 4,751,864 | 363,807 | 425,046 | 3,762,794 | 25,500 | ..... | 9,329,011 |
| Pottsville Union Traction, | 138,965 | 2,787 | 18,360 | 69,623 | ..... | ..... | 229,735 |
| Ringing Rocks, | 7,521 | 19 | 354 | ..... | ..... | ..... | 7,894 |
| Schuylkill Railway, | 14,916 | ..... | ..... | ..... | ..... | ..... | 14,916 |
| Schuylkill Traction, | 89,248 | 4,416 | 27,638 | 1,494 | 4,184 | ..... | 126,980 |
| Schuylkill Valley Traction, | 226,314 | 10,295 | 12,250 | 76,683 | ..... | ..... | 325,542 |
| Scranton, | 503,181 | 23,800 | 199,795 | ..... | ..... | 75,000 | 801,776 |
| Sharon and New Castle, | 25,595 | 501 | 9,400 | ..... | ..... | ..... | 35,496 |
| Sharon and Wheatland, | 33,857 | 1,157 | 10,693 | ..... | ..... | ..... | 45,707 |
| Shamokin and Edgewood, | 20,249 | 615 | 3,389 | ..... | 11,282 | ..... | 35,535 |
| Shamokin and Mt. Carmel, | 57,742 | 2,290 | 12,308 | ..... | ..... | 17,500 | 89,840 |
| Slate Belt, | 28,791 | 1,508 | 9,280 | ..... | ..... | ..... | 39,579 |
| South Side, Williamsport, | 16,211 | 447 | 1,500 | ..... | ..... | ..... | 18,158 |
| Southwestern, | 55,148 | 1,440 | 18,600 | ..... | ..... | ..... | 75,188 |
| Stroudsburg, | 13,713 | 112 | 320 | ..... | ..... | ..... | 14,145 |
| Sunbury and Northumberland, | 11,851 | 402 | 1,750 | ..... | ..... | ..... | 14,003 |
| Susquehanna Traction, | 21,372 | 1,159 | 1,500 | ..... | ..... | ..... | 24,031 |
| Tamaqua and Lansford, | 66,852 | 2,011 | 10,000 | ..... | ..... | 28,000 | 106,863 |
| Tarentum Traction, | 43,498 | 1,575 | 6,000 | ..... | ..... | ..... | 51,073 |
| Titusville Electric Traction, | 25,812 | 364 | 6,047 | ..... | ..... | ..... | 32,223 |
| Uniontown and Monongahela Valley, | 22,017 | 1,654 | ..... | ..... | 19,822 | ..... | 43,493 |
| United Traction of Reading, | 429,824 | 18,327 | 7,825 | 173,282 | 12,500 | 20,000 | 661,758 |
| Valley, | 29,668 | 1,158 | 16,187 | ..... | ..... | ..... | 47,013 |
| Valley Traction, | 105,132 | 2,013 | 25,234 | 9,922 | 11,837 | ..... | 154,138 |
| Vallamont Traction, | 19,957 | 1,032 | 6,000 | ..... | ..... | ..... | 26,989 |
| Warren, | 54,353 | 1,695 | 12,400 | ..... | ..... | ..... | 68,448 |

PASSENGER RAILWAYS—TABLE D—DISBURSEMENTS—Continued.

| Name of Company. | Operating expenses. | Taxes. | Interest. | Rentals. | Other expenses. | Dividends. | Total. |
|---|---|---|---|---|---|---|---|
| Washington and Canonsburg, | 52,145 | 6,500 | 33,149 | ..... | ..... | ..... | 91,794 |
| Waverly, Sayre and Athens Traction, | 62,409 | 1,258 | 9,000 | ..... | ..... | ..... | 72,667 |
| Webster, Monessen, Belle Vernon and Fayette City, | 17,433 | ..... | 9,499 | ..... | ..... | ..... | 26,932 |
| West Penn Railways, b | 106,409 | 2,013 | 37,825 | 39,950 | ..... | ..... | 186,197 |
| West Chester, Kennett and Wilmington, | 1,122 | ..... | ..... | ..... | ..... | ..... | 1,122 |
| West Chester, | 45,243 | 709 | 17,829 | ..... | ..... | ..... | 63,781 |
| Westmoreland County, | 7,214 | ..... | 857 | ..... | ..... | ..... | 8,071 |
| Whitehall, | 5,599 | ..... | ..... | ..... | ..... | ..... | 5,599 |
| Wilkes-Barre, Dallas and Harvey's Lake, | 39,426 | 1,523 | 9,000 | ..... | ..... | 6,000 | 55,949 |
| Wilkes-Barre and Wyoming Valley Traction, | 506,896 | 28,265 | 135,052 | 7,700 | ..... | 150,000 | 827,913 |
| Williamsport, | 86,976 | 3,600 | 11,850 | ..... | ..... | ..... | 102,426 |
| Wrightsville and York, | 17,840 | 97 | 5,067 | ..... | 975 | 9,900 | 33,879 |
| Yardley, Morrisville and Trenton, | 17,290 | 195 | ..... | ..... | 12,149 | ..... | 29,634 |
| York, | 90,804 | 8,705 | 11,254 | 6,125 | 6,985 | 37,500 | 161,373 |
| York and Dallastown, | 16,550 | 729 | ..... | 500 | 1,001 | 11,660 | 30,440 |
| York and Dover, | 13,977 | 733 | ..... | ..... | 667 | 12,705 | 28,082 |
| York Haven, | 17,757 | 543 | 7,456 | ..... | 1,120 | 3,900 | 30,776 |
| Youngsville and Sugar Grove, | 9,592 | 32 | ..... | ..... | ..... | ..... | 9,624 |
| Total, | $20,752,497 | $1,670,648 | $3,100,583 | $11,204,409 | $331,993 | $705,798 | $37,765,928 |

b This report for 3 months ending June 30, 1905.

PASSENGER RAILWAYS—TABLE E—MILEAGE, EQUIPMENT, PERSONS EMPLOYED AND PASSENGERS CARRIED.

| Name of Company. | Length of road (main track.) | Total length of all tracks operated. | Total number of cars. | Total number of employes. | Total Compensation. | Total number of passengers carried |
|---|---|---|---|---|---|---|
| Allentown and Reading Traction, | 39.60 | 47.10 | 42 | 80 | $33,863 | 3,444,552 |
| Altoona and Logan Valley, | 40.70 | 44.21 | 85 | 212 | 126,001 | 9,851,192 |
| Bangor and Portland Traction, | 8.46 | 8.55 | 7 | 17 | 6,104 | 446,659 |
| Beaver Valley Traction, | 31.50 | 31.73 | 51 | 139 | 88,638 | 5,730,104 |
| Blue Ridge Traction, | 6.20 | 6.54 | 6 | ..... | 6,298 | 126,968 |
| Bradford, | 10.93 | 11.47 | 16 | 25 | 16,000 | 1,273,495 |
| Butler, | 10.12 | 12. | 18 | 38 | 21,484 | 1,709,200 |
| Carbon, | 11.21 | 12.04 | 18 | 81 | 24,671 | 302,711 |
| Carlisle and Mount Holly, | 6.50 | 6.80 | 13 | 10 | 6,345 | 210,925 |
| Central Pennsylvania Traction, | 54.41 | 57.87 | 120 | 275 | 128,482 | 13,369,111 |
| Chambersburg and Gettysburg, | 13. | 13.07 | 8 | 26 | 4,064 | 210,458 |
| Chambersburg, Greencastle and Waynesboro, | 14. | 14.72 | 9 | ..... | 9,804 | 786,282 |
| Chester Traction, | 32.87 | 32.87 | 83 | 170 | 121,629 | 7,188,199 |
| Centre and Clearfield, | 13. | 13.60 | 16 | 42 | 19,893 | 1,061,117 |
| Citizens' Traction, Oil City, | 22.83 | 25.46 | 55 | 134 | 63,505 | 4,523,025 |
| Clairton, | 1. | 1. | 1 | 2 | 445 | 11,636 |
| Columbia and Montour, | 17.50 | 18.25 | 15 | 42 | 20,765 | 1,486,643 |
| Coatesville Traction, | 1.50 | 1.50 | 1 | ..... | ..... | 167,755 |
| Conestoga Traction, | 94.53 | 100.02 | 99 | 366 | 168,830 | 7,092,258 |
| Connellsville Suburban, | 2.23 | 2.29 | ..... | 8 | 4,597 | 332,124 |
| Conneaut and Erie Traction Co., | 28.46 | 28.84 | 15 | 69 | 31,116 | 630,718 |
| Danville and Bloomsburg, | 9.83 | 10.41 | 7 | 18 | 6,108 | 381,139 |
| Delaware County and Philadelphia, | 10. | 12. | 23 | 62 | 29,992 | 1,792,677 |
| Du Bois Traction, | 6. | 6.50 | 12 | 21 | 9,278 | 771,643 |
| East End, | ..... | ..... | ..... | 12 | 5,450 | 443,120 |

PASSENGER RAILWAYS—TABLE E—MILEAGE, EQUIPMENT, PERSONS EMPLOYED AND PASSENGERS CARRIED—Continued.

| Name of Company. | Length of road (main track.) | Total length of all tracks operated. | Total number of cars. | Total number of employes. | Total Compensation. | Total number of passengers carried |
|---|---|---|---|---|---|---|
| Easton Transit, | 40.04 | 41.69 | 70 | 155 | 97,373 | 6,297 259 |
| Erie Electric Motor, | 30.33 | 32.99 | 85 | 175 | 95,398 | 8,075,316 |
| Erie Rapid Transit, | 15. | 16. | 11 | 29 | 18,819 | 800,993 |
| Erie Traction, | 26. | 27.50 | 20 | 50 | 31,690 | 238,864 |
| Gettysburg Transit, | 9.50 | 9.80 | 9 | 5 | 1,767 | 142,474 |
| Greensburg and Southern, | a | a | a | 8 | 5,322 | 277,989 |
| Hanover and McSherrytown, | 4.02 | 4.11 | 9 | 13 | 6,538 | 329,750 |
| Highland Grove Traction, | 3 | 4 | 4 | 9 | 6,113 | 289,902 |
| Homestead and Mifflin, | 3 | 3.25 | 8 | 12 | 7,898 | 411,257 |
| Holmesburg, Tacony and Frankford, | 17.29 | 17.29 | 46 | 89 | 47,977 | 2,007,364 |
| Hummelstown and Campbellstown, | 8.15 | 8.15 | 3 | 10 | 1,943 | 115,801 |
| Jefferson Traction, | 29 | 31 | 19 | 60 | 36,504 | 2,300,056 |
| Jersey Shore, | 5.07 | 5.11 | 14 | 20 | 13,542 | 395,509 |
| Johnstown, | 23.80 | 31.30 | 76 | 200 | 118,981 | 8,215,621 |
| Kittanning and Leechburg, | 9 | 9.70 | 12 | 26 | 10,888 | 899,610 |
| Lake Erie Traction, | 17 | 17.26 | 5 | 21 | 10,365 | 329,242 |
| Lancaster and Southern, | 5 | 5 | 2 | 6 | 524 | ..... |
| Lancaster and York Furnace, | 12 | 12 | 9 | 23 | 10,305 | 153,049 |
| Lansdale and Norristown, | 10.50 | 10.50 | 6 | ..... | ..... | ..... |
| Latrobe, | 5 | 5 | 9 | 13 | 8,835 | 485,884 |
| Lebanon Valley, | 24 | 24 | 24 | 40 | 18,449 | 1,954,257 |
| Lehigh Traction, | 17.61 | 20.09 | 45 | 93 | 53,479 | 3,391,481 |
| Lehigh Valley Traction, | 89.94 | 89.94 | 117 | 438 | 241,109 | 11,160,079 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Lewisburg, Milton and Watsontown, | 9.13 | 9.28 | 8 | 30 | 6,804 | 462,752 |
| Lewistown and Reedsville, | 9.50 | 9.75 | 14 | 50 | 28,040 | 1,584,761 |
| Lykens and Williams Valley, | 10.74 | 10.75 | 9 | 13 | 8,373 | 433,711 |
| Meadville and Cambridge Springs, | 17.40 | 17.40 | 6 | 25 | 12,680 | 276,284 |
| Meadville Traction, | 11 | 11 | 13 | 38 | 19,072 | 863,582 |
| Media, Middletown, Ashland and Chester, | 21.92 | 23.45 | 27 | 74 | 47,288 | 1,662,217 |
| Montgomery and Chester, | 6.20 | 6.50 | 11 | 18 | 11,575 | 588,834 |
| Montoursville, | 5.30 | 5.50 | 7 | 21 | 6,113 | 492,393 |
| Newtown, | 27.89 | 27.89 | 7 | 35 | 18,677 | 883,241 |
| Northampton Traction, | 20.75 | 22.75 | 21 | 55 | 25,129 | 1,880,861 |
| Norristown and Yardley, | 5.30 | 5.40 | 2 | 12 | 4,478 | 216,294 |
| Olean, Rock City and Bradford, | 18.16 | 18.86 | 11 | 19 | 14,031 | 1,017,700 |
| Patterson Heights, | .33 | .44 | 1 | 2 | 1,310 | 53,990 |
| Pennsylvania and Mahoning Valley, | 21.19 | 21.39 | 55 | 175 | 76,389 | 4,360,954 |
| People's, Nanticoke and Newport, | 8.50 | 8.50 | 11 | 44 | 21,548 | 942,634 |
| Philadelphia, Bristol and Trenton, | 20.82 | 21.09 | 15 | 50 | 28,788 | 1,411,224 |
| Philadelphia and Chester, | 8.83 | 8.83 | 2 | 15 | 8,709 | 559,216 |
| Philadelphia and Easton, | 33 | 33 | 13 | 50 | 35,569 | 1,134,481 |
| Philadelphia and Lehigh Valley, | 50.05 | 52.05 | 25 | 114 | 66,119 | 1,351,861 |
| Philadelphia Rapid Transit, | 554.34 | 554.34 | 3,554 | 10,568 | 6,202,678 | 402,893,245 |
| Philadelphia and West Chester Traction, | 27.02 | 28.24 | 28 | 278 | 88,769 | 1,092,506 |
| Pittsburg, McKeesport and Greensburg, | 22.04 | 22.95 | 31 | 70 | 50,225 | 3,541,622 |
| Pittsburg, McKeesport and Connellsville, | a | a | a | 270 | 136,985 | 9,396,310 |
| Pittsburg Railways, | 464.29 | 464.29 | 1,767 | 4,496 | 2,963,927 | 197,090,370 |
| Pottsville Union Traction, | 39.40 | 42.20 | 64 | 151 | 85,273 | 4,348,784 |
| Ringing Rocks, | 3.70 | 4.10 | 12 | 8 | 2,434 | 141,926 |
| Schuylkill Railway, | 27 | 28 | 37 | 90 | 17,555 | 757,424 |
| Schuylkill Traction, | c | c | c | 115 | 46,265 | 2,644,264 |
| Schuylkill Valley Traction, | 56.43 | 56.43 | 85 | 268 | 134,571 | 7,815,772 |
| Scranton, | 71.14 | 81.15 | 192 | 585 | 350,736 | 21,691,816 |
| Sharon and New Castle, | 12.25 | 12.81 | 4 | 15 | 7,837 | 223,808 |
| Sharon and Wheatland, | 2.68 | 3.16 | 13 | 30 | 15,188 | 1,003,602 |
| Shamokin and Edgewood, | 4 | 4 | 15 | 26 | 11,793 | 725,033 |
| Shamokin and Mt. Carmel, | 20 | 20.25 | 28 | 42 | 25,128 | 2,357,550 |
| Slate Belt, | 16.40 | 18 | 9 | ..... | ..... | ..... |
| South Side, Williamsport, | 1.80 | 1.80 | ..... | 12 | 6,303 | 542,305 |
| Southwestern, | 15.75 | 16 | 26 | 55 | 23,812 | 1,023,962 |
| Stroudsburg, | 2.47 | 2.72 | 6 | 6 | 3,509 | 244,057 |
| Sunbury and Northumberland, | 3.40 | 3.90 | 7 | 9 | 2,374 | 66,559 |
| Susquehanna Traction, | 5.30 | 5.50 | 8 | 20 | 8,200 | 531,714 |
| Tamaqua and Lansford, | 17.45 | 19.68 | 33 | 58 | 36,531 | 2,586,241 |
| Tarentum Traction, | 7.10 | 7.97 | 16 | 24 | 26,020 | 1,295,807 |

PASSENGER RAILWAYS—TABLE E—MILEAGE, EQUIPMENT, PERSONS EMPLOYED AND PASSENGERS CARRIED—Continued.

| Name of Company. | Length of road (main track. | Total length of all tracks operated. | Total number of cars. | Total number of employes. | Total compensation. | Total number of passengers carried. |
|---|---|---|---|---|---|---|
| Titusville Electric Traction, | 15.95 | 16.71 | 10 | 35 | 714,577 | 18,120 |
| Uniontown and Monongahela Valley, | 12.04 | 12.34 | ..... | 45 | 12,961 | 988,639 |
| United Traction of Reading, | 63 | 63 | 142 | 350 | 201,262 | 13,928,203 |
| Valley, | 5.13 | 5.55 | 14 | 32 | 16,066 | 949,989 |
| Valley Traction, | 38.37 | 38.99 | 29 | 98 | 48,842 | 3,204,305 |
| Vallamont Traction, | 3.60 | 3.60 | 6 | 20 | 8,062 | 763,570 |
| Warren, | 20 | 20.25 | 22 | 55 | 40,685 | 2,554,596 |
| Washington and Canonsburg, | 12.33 | 12.85 | 31 | 55 | 36,700 | 2,083,253 |
| Waverly, Sayre and Athens Traction, | 8.88 | 9 | 14 | 45 | 24,603 | 1,548,473 |
| Webster, Monessen, Belle Vernon and Fayette City, | 5.68 | 5.81 | 7 | 50 | 28,493 | 621,713 |
| West Penn Railways, b | 101.22 | 103.05 | 131 | 330 | 59,588 | 4,312,229 |
| West Chester, | 29.50 | 29.78 | 18 | 88 | 28,181 | 1,543,743 |
| West Chester, Kennett and Wilmington, | 17.32 | 17.32 | 8 | 44 | 748 | 61,527 |
| Westmoreland County, | 8 | 8 | 5 | 24 | 3,020 | 206,856 |
| Whitehall, | 5 | 5.25 | ..... | 5 | 2,722 | 116,117 |
| Wilkes-Barre, Dallas and Harvey's Lake, | 11.84 | 12.48 | 5 | 48 | 21,033 | 1,170,952 |
| Wilkes-Barre and Wyoming Valley Traction, | 55.72 | 68.59 | 10 | 450 | 251,560 | 17,916,923 |
| Williamsport, | 8.50 | 8.50 | 42 | 80 | 42,073 | 2,885,988 |
| Wrightsville and York, | 10,23 | 10.64 | ..... | 34 | 10,777 | 373,703 |
| Yardley, Morrisville and Trenton, | 5.97 | 5.99 | 8 | 15 | 5,502 | 613,792 |
| York, | 15.26 | 16.73 | 73 | 110 | 52,318 | 3,462,960 |
| York and Dallastown, | 10.12 | 10.55 | ..... | 20 | 8,357 | 272,202 |

| | | | | | | |
|---|---|---|---|---|---|---|
| York and Dover, | 7.39 | 7.92 | ..... | 23 | 6,236 | 253,678 |
| York Haven, | 10.01 | 10.52 | ..... | 30 | 11,799 | 330,004 |
| Youngsville and Sugar Grove, | 11 | 11 | 8 | 20 | 6,724 | 19,083 |
| Total, | 3,062.66 | 3,169.66 | 8,099 | 23,486 | $14,126,876 | 854,007,798 |

a Included in report of West Penn Railways Co.
b This report for three months ending June 30, 1905.
c Included in report Schuylkill Railway Co.

## PASSENGER RAILWAY— TABLE F—ACCIDENTS.

| Name of Company. | Passengers. | | Employes. | | Others. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Altoona and Logan Valley, | 2 | 2 | .... | .... | 4 | 2 | 6 | 4 |
| Bangor and Portland Traction, | .... | .... | .... | 1 | .... | .... | .... | 1 |
| Beaver Valley Traction, | .... | 37 | 1 | 2 | 1 | 24 | 2 | 63 |
| Butler, | .... | 7 | .... | .... | .... | .... | .... | 7 |
| Carbon, | .... | .... | .... | .... | .... | 1 | .... | 1 |
| Carlisle and Mount Holly, | .... | .... | .... | .... | .... | 1 | .... | 1 |
| Central Pennsylvania Traction, | .... | 24 | .... | 8 | 1 | 8 | 1 | 40 |
| Chambersburg, Greencastle and Waynesboro, | .... | 1 | .... | .... | 1 | .... | 1 | 1 |
| Chester Traction, | 1 | 73 | .... | 7 | 2 | 34 | 3 | 114 |
| Centre and Clearfield, | .... | 2 | .... | .... | .... | .... | .... | 2 |
| Citizens' Traction, Oil City, | 1 | .... | .... | .... | 1 | .... | 2 | .... |
| Columbia and Montour, | .... | 1 | .... | .... | .... | .... | .... | 1 |
| Conestoga Traction, | 1 | 3 | 1 | 1 | .... | .... | 2 | 4 |
| Connellsville Suburban, | .... | 7 | .... | 1 | .... | 1 | .... | 9 |
| Conneaut and Erie, | .... | .... | .... | 1 | .... | 1 | .... | 2 |
| Delaware County and Philadelphia, | .... | 8 | .... | 1 | 1 | 5 | 1 | 14 |
| Du Bois Traction, | .... | 3 | .... | .... | .... | .... | .... | 3 |
| Easton Transit, | .... | 2 | .... | 4 | 1 | 9 | 1 | 15 |
| Erie Electric Motor, | .... | 5 | .... | .... | 2 | 8 | 2 | 13 |
| Erie Rapid Transit, | .... | 3 | .... | .... | .... | .... | .... | 3 |
| Erie Traction, | .... | .... | .... | .... | .... | 2 | .... | 2 |
| Greensburg and Southern, | .... | 1 | .... | .... | .... | 2 | .... | 3 |
| Hanover and McSherrytown, | .... | 1 | .... | .... | .... | .... | .... | 1 |
| Homestead and Mifflin, | .... | .... | .... | .... | .... | 1 | .... | 1 |
| Highland Grove Traction, | .... | 1 | .... | .... | .... | .... | .... | 1 |
| Holmesburg, Tacony and Frankford, | 1 | 6 | .... | .... | 1 | 5 | 2 | 11 |
| Jefferson Traction, | .... | .... | .... | .... | 1 | 2 | 1 | 2 |
| Johnstown, | .... | 4 | .... | .... | 1 | 3 | 1 | 7 |
| Kittanning and Leechburg, | .... | .... | .... | .... | 1 | .... | 1 | .... |
| Lancaster and York Furnace, | .... | .... | .... | .... | 2 | .... | 2 | .... |
| Latrobe, | .... | .... | .... | 1 | .... | .... | .... | 1 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Lebanon Valley, | .... | 1 | .... | .... | 1 | 6 | 1 | 7 |
| Lehigh Traction, | .... | 14 | .... | 1 | .... | 3 | .... | 18 |
| Lehigh Valley Traction, | .... | 28 | 2 | 17 | 5 | 13 | 7 | 58 |
| Lewisburg, Milton and Watsontown, | .... | 4 | .... | .... | .... | .... | .... | 4 |
| Lykens and Williams Valley, | .... | 1 | .... | .... | .... | .... | .... | 1 |
| Media, Middletown, Ashton and Chester, | .... | 5 | .... | 3 | .... | .... | .... | 8 |
| Montgomery and Chester, | .... | 5 | .... | 1 | .... | .... | .... | 6 |
| Newtown, | .... | .... | .... | .... | 1 | .... | 1 | .... |
| Pennsylvania and Mahoning Valley, | .... | 34 | .... | 9 | 1 | 15 | 1 | 58 |
| People's, Nanticoke and Newport, | .... | 4 | .... | .... | 1 | 1 | 1 | 5 |
| Philadelphia, Bristol and Trenton, | 1 | 3 | .... | 1 | 2 | .... | 3 | 4 |
| Philadelphia and Chester, | .... | 34 | .... | 2 | .... | .... | .... | 36 |
| Philadelphia and Lehigh Valley, | 1 | 18 | .... | 4 | 2 | 12 | 3 | 34 |
| Philadelphia Rapid Transit, | 13 | 192 | 7 | 55 | 31 | 410 | 51 | 657 |
| Philadelphia and West Chester Traction, | .... | 19 | .... | 23 | .... | 4 | .... | 46 |
| Pittsburg, McKeesport and Greensburg, | .... | 82 | .... | 2 | 2 | .... | 2 | 84 |
| Pittsburg, McKeesport and Connellsville, | 2 | 60 | 1 | 18 | 6 | 17 | 9 | 95 |
| Pittsburg Railways, | 10 | 660 | 2 | 115 | 66 | 625 | 78 | 1,400 |
| Pottsville Union Traction, | 1 | 17 | 1 | 2 | .... | .... | 2 | 19 |
| Schuylkill Railway, | .... | 2 | .... | .... | .... | .... | .... | 2 |
| Schuylkill Traction, | .... | 4 | .... | .... | 3 | 5 | 3 | 9 |
| Schuylkill Valley Traction, | .... | 54 | .... | 14 | 1 | 38 | 1 | 106 |
| Scranton, | 1 | 215 | .... | 15 | 6 | 95 | 7 | 325 |
| Sharon and New Castle, | .... | 2 | .... | 2 | .... | .... | .... | 4 |
| Sharon and Wheatland, | .... | .... | .... | .... | .... | 3 | .... | 3 |
| Shamokin and Edgewood, | .... | 1 | .... | .... | .... | .... | .... | 1 |
| Southwestern, | .... | 47 | .... | 6 | .... | 14 | .... | 67 |
| Sunbury and Northumberland, | .... | .... | .... | 1 | .... | .... | .... | 1 |
| Tamaqua and Lansford, | .... | 2 | .... | .... | .... | .... | .... | 2 |
| Tarentum Traction, | .... | 3 | .... | 1 | .... | .... | .... | 4 |
| Titusville Electric Traction, | .... | 1 | .... | .... | .... | .... | .... | 1 |
| Uniontown and Monongahela Valley, | .... | 2 | .... | 1 | .... | 1 | .... | 4 |
| United Traction of Reading, | 31 | 1 | 13 | 3 | 27 | 4 | 7 | 71 |
| Valley, | .... | 2 | .... | .... | .... | 4 | .... | 6 |
| Valley Traction, | .... | 2 | .... | .... | .... | .... | .... | 2 |
| Vallamont Traction, | 1 | .... | .... | .... | .... | .... | 1 | .... |
| Warren, | .... | 3 | .... | 2 | .... | .... | .... | 5 |
| Washington and Canonsburg, | .... | .... | .... | .... | 1 | 2 | 1 | 2 |
| Waverly, Sayre and Athens Traction, | .... | 2 | .... | .... | .... | .... | .... | 2 |
| Webster, Monessen, Belle Vernon and Fayette City, | .... | 3 | .... | 1 | .... | 6 | .... | 10 |
| Westmoreland County, | .... | .... | 1 | 1 | .... | .... | 1 | 1 |
| West Chester, | .. | 1 | .... | .... | .... | .... | .... | 1 |
| West Penn Railways, b, | 1 | 22 | .... | 5 | .... | 10 | 1 | 37 |

PASSENGER RAILWAY—TABLE F—ACCIDENTS—Continued.

| Name of Company. | Passengers. | | Employes. | | Others. | | Total. | |
|---|---|---|---|---|---|---|---|---|
| | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. | Killed. | Injured. |
| Wilkes-Barre, Dallas and Harvey's Lake, | .... | 29 | .... | .... | .... | 8 | .... | 37 |
| Wilkes-Barre and Wyoming Valley, Traction, | 1 | 55 | .... | 5 | 8 | 104 | 9 | 164 |
| Williamsport, | .... | 1 | .... | .... | 1 | .... | 1 | 1 |
| Wrightsville and York, | .... | .... | .... | 1 | .... | .... | .... | 1 |
| York, | .... | .... | .... | .... | 1 | 4 | 1 | 4 |
| York and Dallastown, | .... | .... | .... | 1 | .... | 3 | .... | 4 |
| York Haven, | .... | 2 | .... | .... | .... | .... | .... | 2 |
| Total, | 38 | 1,858 | 17 | 349 | 162 | 1,539 | 217 | 3,746 |

b This report for three months ending June 30, 1905.

TABLE G—SHOWING COMPILATION OF CAPITALIZATION, INDEBTEDNESS, COST OF ROAD AND EQUIPMENT, INCOME AND DISBURSEMENTS OF STREET RAILWAY LINES LEASED AND OPERATED BY OTHER CORPORATIONS.

| Name of Company | Capital stock outstanding. | Funded and unfunded indebtedness. | Cost of road and equipment (not included in report of lessee company) and other assets. | Income through rental of road and other sources. | Dividends paid. | Other disbursements. |
|---|---|---|---|---|---|---|
| Adamstown and Mohnsville, | $75,000 | $75,019 | $150,509 | $2,384 | ..... | $1,894 |
| Allegheny Traction, | 500,000 | 750,000 | 1,606,258 | 25,600 | $25,000 | 1,515 |
| Allegheny, Bellevue and Perrysville, | 500,000 | 500,000 | 950,000 | ..... | ..... | ..... |
| Allentown and Slatington, | 240,000 | 520,000 | 740,000 | 10,000 | ..... | 20,000 |
| Ardmore and Llanerch, | 178,250 | 2,559 | 180,809 | 6,792 | 6,292 | 500 |
| Ashland and Centralia, | 60,000 | 63,482 | 129,092 | 8,147 | ..... | 4,334 |
| Bethlehem and Nazareth, | 150,000 | 150,000 | 300,000 | 18,750 | 7,500 | 11,250 |
| Birdsboro, | 250,000 | 265,000 | 515,000 | ..... | ..... | ..... |
| Catharine and Bainbridge Sts., | 400,000 | 384,698 | 785,028 | 24,551 | 24,000 | 500 |
| Carbondale, | 450,000 | 450,000 | 900,000 | ..... | ..... | ..... |
| Carlisle and Mechanicsburg, | 25,000 | ..... | 25,000 | ..... | ..... | ..... |
| Centennial, | 15,000 | 11,269 | 26,461 | 900 | 900 | ..... |
| Central Traction, | 1,500,000 | 375,256 | 1,545,022 | 45,000 | 45,000 | ..... |
| Chester, | 150,000 | ..... | 150,693 | 15,200 | 15,000 | 236 |
| Chester, Darby and Philadelphia, | 100,000 | 125,000 | 225,676 | 13,450 | 6,000 | 7,450 |
| Chester and Delaware, | 50,000 | ..... | 50,000 | 5,200 | ..... | 5,200 |
| Chester and Media, | 100,000 | 100,000 | 200,799 | 11,200 | 5,000 | 5,192 |
| Citizens', Clearfield and Cambria, | 6,000 | 30,003 | 36,003 | 360 | 360 | ..... |
| Citizens', Norristown, | 79,520 | 80,090 | 162,850 | 2,000 | 1,985 | ..... |
| Citizens', Philadelphia | 500,000 | ..... | 500,000 | 140,000 | 140,000 | ..... |
| Citizens' Traction, Pittsburg, | 3,000,000 | 1,595,500 | 4,944,706 | 181,500 | 180,000 | 1,257 |
| Citizens', East End, | 15,000 | 55,008 | 70,008 | 900 | 900 | ..... |
| Coal Castle, | 15,000 | 30,000 | 45,000 | 3,579 | ..... | 3,579 |
| Collegeville, | 2,500 | 9,572 | 12,072 | ..... | ..... | ..... |

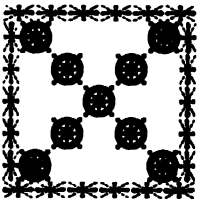
TABLE G—Continued.

| Name of Company. | Capital stock oustanding. | Funded and unfunded indebtedness. | Cost of road and equipment (not included in report of lessee company) and other assets. | Income through rental of road and other sources. | Dividends paid. | Other disbursements. |
|---|---|---|---|---|---|---|
| Colonial, | 3,600 | 3,600 | 7,369 | 625 | ..... | 398 |
| Consolidated Traction Company, | 27,000,000 | 1,830,324 | 29,086,169 | 1,007,169 | 1,006,980 | ..... |
| Conshohocken, | 145,900 | 104,142 | 252,091 | ..... | ..... | ..... |
| Continental, | 580,000 | 952,261 | 1,569,823 | 120,052 | 120,000 | 50 |
| Coplay, Egypt and Ironton, | 150,000 | 161,250 | 300,000 | ..... | ..... | 7,500 |
| Doylestown and Willow Grove, | 500,000 | 500,155 | 995,789 | ..... | ..... | ..... |
| Duquesne Traction, | 3,000,000 | 1,502,404 | 4,505,204 | 120,000 | 120,000 | ..... |
| East McKeesport, | 250,000 | 250,000 | 505,236 | ..... | ..... | ..... |
| East Reading, | 100,000 | 28,350 | 128,774 | 9,550 | 7,600 | 1,939 |
| Easton and Bethlehem Transit Company, | 125,000 | 61,461 | 186,461 | 3,600 | ..... | 3,600 |
| Easton, Palmer and Bethlehem, | 200,000 | 212,625 | 433,958 | ..... | ..... | ..... |
| Electric Traction, | 8,297,920 | 438,053 | 8,748,359 | 581,220 | 581,220 | ..... |
| Empire, | 600,000 | 905,715 | 1,640,579 | 44,000 | 36,000 | 8,000 |
| Ephrata and Adamstown, | 224,874 | 448 | 225,377 | 13,600 | 13,493 | 109 |
| Fairmount Park and Haddington, | 300,000 | 25,011 | 326,589 | 18,536 | 18,000 | 285 |
| Federal Street and Pleasant Valley, | 1,400,000 | 1,250,000 | 2,650,000 | 70,500 | 70,000 | 500 |
| Frankford and Southwark, | 1,875,000 | 3,697 | 1,897,618 | 682,917 | 675,000 | 472 |
| Freemansburg, | 150,000 | 30,000 | 180,000 | 1,500 | ..... | 1,500 |
| Front and Fifth Streets, | 45,000 | 50,000 | 95,000 | ..... | ..... | ..... |
| Germantown, | 572,860 | 24,953 | 975,786 | 159,713 | 157,500 | ..... |
| Girard Avenue, | 5,000 | 132,951 | 137,796 | 300 | 300 | ..... |
| Green and Coates Streets, | 150,000 | 21,917 | 326,502 | 61,121 | 60,000 | 1,025 |
| Harrisburg Traction, | 2,100,000 | 175,336 | 2,275,336 | 126,900 | 126,000 | 1,031 |
| Harrisburg City, | 125,000 | ..... | 128,374 | 15,846 | 15,000 | 480 |
| Harrisburg and Mechanicsburg, | 144,500 | 144,500 | 289,000 | 8,708 | ..... | 8,670 |

TABLE G—Continued.

| Name of Company. | Capital stock outstanding. | Funded and unfunded indebtedness. | Cost of road and equipment (not included in report of lessee company) and other assets. | Income through rental of road and other sources. | Dividends paid. | Other disbursements. |
|---|---|---|---|---|---|---|
| Plymouth and Larksville, | 75,000 | 75,267 | 151,364 | 4,636 | 6,750 | 154 |
| Quakertown Traction, | 300,000 | 302,799 | 378,595 | 15,000 | ..... | 15,000 |
| Reading City, | 350,000 | 115,000 | 491,816 | 42,535 | 42,000 | 475 |
| Reading and South Western, | 130,000 | 100,000 | 230,000 | 20,650 | 15,600 | 5,050 |
| Reading and Temple, | 73,700 | 92,156 | 165,911 | 9,094 | 5,159 | 4,015 |
| Reading Traction, | 1,000,000 | 650,460 | 1,660,849 | 30,264 | 30,000 | 56 |
| Red Lion and Windsor, | 8,000 | 57,000 | 72,611 | 6,329 | 1,200 | 2,621 |
| Ridge Avenue, | 420,000 | 139,791 | 604,050 | 183,229 | 180,000 | 1,739 |
| Ridge Avenue Connecting, | 6,000 | 9,300 | 15,300 | 610 | 360 | 250 |
| Roxborough, Chestnut Hill and Norristown, | 248,400 | 620,000 | 885,373 | 105 | ..... | ..... |
| Schuylkill, | 650,000 | 500,000 | 1,150,000 | 37,745 | ..... | 37,745 |
| Schuylkill Haven and Orwigsburg, | 30,000 | 60,000 | 90,000 | 5,239 | 1,800 | 3,010 |
| Scranton and Carbondale Traction, | 500,000 | 150,004 | 655,478 | 5,151 | ..... | ..... |
| Scranton and Pittston Traction, | 976,125 | 355,508 | 1,372,473 | 11,235 | ..... | ..... |
| Second and Third Streets, | 771,076 | 351,533 | 1,126,622 | 256,902 | ..... | 256,783 |
| Seventeenth and Nineteenth Streets, | 250,000 | 654,289 | 904,289 | 15,250 | 15,000 | 250 |
| Suburban Rapid Transit, | 1,400,000 | 204,000 | 1,655,360 | 68,300 | 45,500 | 12,245 |
| Tamaqua and Pottsville, | 60,000 | 60,000 | 120,000 | 3,600 | ..... | 3,600 |
| Thirteenth and Fifteenth Streets, | 334,529 | 590,000 | 1,112,113 | 241,780 | 240,000 | 1,356 |
| Trappe and Limerick, | 250,000 | 277,310 | 527,636 | 104 | ..... | ..... |
| Twenty-second Street and Allegheny Avenue, Philadelphia, | 561,400 | 767,500 | 1,329,270 | 68,425 | 67,368 | 1,000 |
| Union, Philadelphia, | 925,000 | 7,406,278 | 8,979,548 | 286,057 | 285,000 | 1,057 |
| Union Traction Company of Philadelphia, | 10,500,000 | 2,766,541 | 17,178,322 | 1,050,000 | 1,050,000 | ..... |

| | | | | | | |
|---|---|---|---|---|---|---|
| United Traction of Pittsburg, | 20,000,000 | 11,477,854 | 32,079,870 | 320,280 | 320,000 | ..... |
| Walnut Street Connecting, | 50,000 | 99,700 | 149,744 | 3,256 | 3,000 | 250 |
| West Philadelphia, | 750,000 | 3,514,151 | 4,351,290 | 151,040 | 150,000 | 1,040 |
| West Fairview and Marysville, | 110,000 | 110,000 | 220,000 | 1,213 | ..... | 1,213 |
| White Hill and Mechanicsburg, | 70,000 | ..... | 70,000 | ..... | ..... | ..... |
| Wissahickon, | 250,000 | ..... | 265,027 | 4,375 | 4,303 | 52 |
| Total, | $140,326,413 | $76,589,690 | $224,553,276 | $11,066,390 | $8,848,497 | $2,395,477 |



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